

MOBILITY PLAN

GAINESVILLE METROPOLITAN AREA CONGESTION MANAGEMENT PROCESS

Prepared for the

Metropolitan Transportation Planning Organization (MTPO)
for the Gainesville Urbanized Area

to address

Safe, Accountable, Feasible, Efficient Transportation Equity Act - A Legacy for
Users
and Chapter 339.177(2), Florida Statutes
Congestion Management Process Requirements

by the

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I

EXECUTIVE SUMMARY

Chapter 339.177, Florida Statutes, requires all metropolitan planning organizations to develop and implement a traffic congestion management system. According to the Federal Register dated Thursday, December 19, 1996, an effective congestion management system is

“a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods”

This report describes the congestion management system for the Gainesville Metropolitan Area. It is referred to as the “Mobility Plan” so that we emphasize the positive aspects of providing mobility rather than the negative aspects of managing congestion. This Mobility Plan is in compliance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act- A Legacy for Users (SAFETEA-LU) requirements.

The congestion management process of the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area is comprised of several components. These include:

1. Livable Community Reinvestment Plan (Long Range Transportation Plan);
2. Transportation Improvement Program;
3. List of Priority Projects;
4. Mobility Plan;
5. Alachua Countywide Bicycle Master Plan;
6. Multimodal Level of Service Report;
7. Bicycle Usage Trend Report;
8. Transit Monitoring Report; and
9. Gainesville Multimodal Corridor and Park and Ride Study.

This Mobility Plan includes a description of the congested transportation network, mobility strategies and performance measures, along with implementation and monitoring mechanisms. Mobility strategies are applied in two tiers, with Tier One being transportation systemwide or subarea strategies and Tier Two being roadway facility-specific strategies. A Mobility Plan Atlas is included as Appendix A. In Appendix A, Illustration I shows the Gainesville Metropolitan Area.

Each year, a Mobility Plan/Congestion Management Process Status Report will be prepared for review by the MTPO Technical Advisory Committee Level of Service Subcommittee. This information will be used to update the MTPO’s List of Priority Projects and Long Range Transportation Plan.

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II

INTRODUCTION

§ 500.109 CMS defines congestion as the level at which transportation system performance is unacceptable due to excessive travel times and delays. Congestion management is defined as the application of strategies to improve system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods in a region. Several congestion management terms are defined in Appendix B- Glossary.

The purpose of this report is to identify where congestion is currently occurring in the Gainesville Metropolitan Area's transportation system and to recommend specific projects to relieve this congestion. Within congested highways, the operating conditions for alternative modes of transportation are also identified. This is to insure that adequate consideration is given to improving the operating conditions of all modes of travel within the corridor and that there are viable alternatives to driving single occupant vehicles.

The application of the Congestion Management Process is limited to the:

1. functionally classified arterial and collector roadway facilities monitored in the MTPO Multimodal Level of Service Report;
2. existing and planned bicycle facilities/corridors identified in the Alachua Countywide Bicycle Master Plan; and
3. transit service monitored in the MTPO Transit Monitoring Report

CONGESTION MANAGEMENT PROCESS

§ 500.109 CMS states that a congestion management system or process is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system operations and performance and assesses alternative strategies for congestion management that meet State and local needs.

Components to the Gainesville Metropolitan Area Congestion Management Process consist of the:

1. MTPO Livable Community Reinvestment Plan (long range transportation plan) and its implementation documents, MTPO List of Priority Projects and Transportation Improvement Program;
2. MTPO Public Involvement Plan;
3. MTPO Multimodal Level of Service Report; and
4. MTPO Gainesville Metropolitan Area Mobility Plan.

Additional resources contributing to the Gainesville Metropolitan Area Congestion Management Process include the:

1. Alachua County Comprehensive Plan and concurrency management system;
2. Alachua Countywide Bicycle Master Plan and Addendum;
3. City of Gainesville Comprehensive Plan and concurrency management system;
4. City of Gainesville Regional Transit System (RTS) Transit Development Plan;
5. Florida Department of Transportation (FDOT) Gainesville Multimodal Corridor and Park and Ride Study;
6. MTPO Bicycle Usage Trend Report; and
7. MTPO Transit Monitoring Report.

MOBILITY PLAN REQUIREMENTS

FEDERAL REQUIREMENTS

§450.320 Metropolitan transportation planning process: Relation to management systems

§450.320 requires a congestion management system (CMS), to the extent appropriate, shall be part of the metropolitan transportation planning process. [23 U.S.C. 134 and 49 U.S.C. 5303-5305] The planning process must include the development of a CMS that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies and meets the requirements of 23 CFR part 500. The effectiveness of the management systems in enhancing transportation investment decisions and improving the overall efficiency of the metropolitan area's transportation systems and facilities shall be evaluated periodically, preferably as part of the metropolitan planning process.

§ 500.109 CMS

§§ 500.109 requires the development of a congestion management system or process that should result in performance measures and strategies that can be integrated into transportation plans and programs. Within the Gainesville Metropolitan Area, consideration needs to be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, and improve transportation system management and operations. Where the addition of general purpose lanes is determined to be an appropriate congestion management strategy, explicit consideration is to be given to the incorporation of appropriate features into the SOV project to facilitate future demand management strategies and operational improvements that will maintain the functional integrity of those lanes.

The level of system performance for measuring congestion is in accordance with the:

1. Florida Department of Transportation Level of Service Standards for its Strategic Intermodal System (SIS) and Florida Intrastate Highway System (FIHS);
2. Alachua County Comprehensive Plan Transportation Element Level of Service Standards; and
3. City of Gainesville Comprehensive Plan Transportation Element Level of Service Standards.

SAFETEA-LU REQUIREMENTS

Congestion Management Process- the transportation planning process shall address congestion management through a process that provides for effective management and operation.

Management and Operations- long range transportation plans (LRTPs) shall contain operational and management strategies to improve the performance of existing transportation facilities.

STATE REQUIREMENTS

Chapter 339.177 Transportation Management Programs

Chapter 339.177 requires the Florida Department of Transportation, in cooperation with Metropolitan Transportation Planning Organization and other affected governmental entities, to develop and implement a traffic congestion management system. The MTPO must develop and implement a traffic congestion management system. The development of the state traffic congestion management system shall be coordinated with metropolitan planning organizations so that the state system is reflective of the individual systems developed by the metropolitan planning organizations.

The congestion management system should be developed and implemented so as to provide information needed to make informed decisions regarding the proper allocation of transportation resources. The congestion management system must use appropriate data gathered at the state or local level to define problems, identify needs, analyze alternatives, and measure effectiveness.

Additional mobility plan requirement material is included in Appendix C.

PERFORMANCE MEASURES

Performance measures are defined as a quantitative expression of congestion. These measures are used as an indicator of where congestion is occurring so that detailed corridor studies can be conducted to identify specific corridor improvements that can be selected for implementation.

The Florida Department of Transportation Quality/Level of Service Handbook includes tools to evaluate roadway level of service for automotive/highway, bicycle, pedestrian and transit modes. These tools consist of:

1. Generalized Tables [see Appendix D] which show levels of service with corresponding service volumes based on statewide default inputs; and
2. LOSPLAN software which show levels of service with corresponding service volumes for which field-collected data may be inputted for three facility types:
 - A. ARTPLAN for signalized arterials and collector functioning as arterials;
 - B. HIGHPLAN for unsignalized arterials and collector functioning as arterials; and
 - C. FREEPLAN for freeways, such as the Interstate System.

The following sections describe the performance measures that are used in this report for the following modes of transportation- highways, bicycles, pedestrians and transit. Six levels of service are defined for mode of transportation. They are given letter designations, from A to F, with level of service A representing the best operating conditions and level of service F the worst.

AUTOMOTIVE/HIGHWAY PERFORMANCE MEASURES

The performance measure that is being used to identify roadway congestion is highway *level of service*. Level of service is defined in the 2000 Highway Capacity Manual as

“qualitative measures that characterize operational conditions within a traffic stream and their perception by motorists and passengers. The descriptions of individual levels of service characterize these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience.”

A Constrained Facility means that it is not feasible to add through lanes to meet current or future traffic needs due to physical, environmental or policy constraints. To address mobility where constrained facilities exist, the Florida Department of Community Affairs (DCA) has a mobility toolkit that enables the local jurisdiction to exceed the adopted level of service standard.

For example, Roadway Facility S-15, Newberry Road, from Interstate 75 to NW 8th Avenue, is operating at an unacceptable level of service relative to the overall standard the City desired for roads in the urbanized area. This facility is within a City of Gainesville Comprehensive Plan Transportation Concurrency Exception Area (TCEA).

Table 1 identifies the level of service (LOS) characteristics from the 2000 Highway Capacity Manual for average travel speed and vehicular delay at signalized intersections for urban arterials. These qualitative characteristics range from a smoothly operating LOS A to a poorly operating LOS F. LOS is evaluated using the Florida Department of Transportation Quality/Level of Service Handbook Generalized Tables and LOSPLAN (ARTPLAN, FREEPLAN & HIGHPLAN) software programs.

TABLE 1

LEVEL OF SERVICE FOR CLASS I - IV ARTERIALS

LEVEL OF SERVICE	AVERAGE TRAVEL SPEED (mph)				DELAY AT INTERSECTIONS
	URBAN STREET CLASS				
	I	II	III	IV	
A	>42	>35	>30	>25	None
B	>34 - 42	>28 - 35	>24 - 30	>19 - 25	None
C	>27 - 34	>22 - 28	>18 - 24	>13 - 19	Minimal
D	>21 - 27	>17 - 22	>14 - 18	>9 - 13	Minimal
E	>16 - 21	>13 - 17	>10 - 14	>7 - 9	Significant
F	<= 16	<= 13	<= 10	<= 7	Considerable
	FREE FLOW SPEED (mph)				
RANGE	55 - 45	45 - 35	35 - 30	35 - 25	
TYPICAL	50	40	35	30	

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NOTE: Arterial classification entails categorization of the roadway segment by function and design: whether the roadway functions as a principal or minor arterial; and whether the design criteria is for typical urban, intermediate or typical suburban roadways.

Free-flow speed is the average speed of motorists over those portions of arterial segments that are not close to signalized intersections, as observed during low traffic volume conditions while the drivers are not constrained by other vehicles or by traffic signals.

Source: Highway Capacity Manual, 2000, page 15-3

BICYCLE PERFORMANCE MEASURES

Bicycle LOS is evaluated using the Florida Department of Transportation Quality/Level of Service Handbook Generalized Tables and LOSPLAN (ARTPLAN, FREEPLAN & HIGHPLAN) software programs. Bicycle LOS is defined in terms of the bicycle rider's perception of comfort and safety relative to automotive traffic in the roadway corridor.

$$\text{Bicycle LOS} = a_1 \ln(\text{Vol}_{15}/L_n) + a_2 \text{SP}_t(1+10.38\text{HV})^2 + a_3(1/\text{PR}_5)^2 + a_4(W_e)^2 + C$$

where:

$$\text{Vol}_{15} = (\text{ADT} \times \text{D} \times \text{K}_d) / (4 \times \text{PHF}) \text{ Volume of directional traffic in 15 minute time period}$$

where:

ADT = Average Daily Traffic on the segment or link

D = Directional Factor

K_d = Peak to Daily Factor

PHF = Peak Hour Factor

L_n = Total number of directional lanes

$$\text{SP}_t = 1.1199 \ln(\text{SP}_p - 20) + 0.8103$$

where:

SP_p = Posted Speed limit (a surrogate for average running speed)

HV = percentage of heavy vehicles (as defined in the 1994 Highway Capacity Manual)

PR_5 = FHWA's five point pavement surface condition rating

W_e = Average effective width of outside throughlane:

where:

$$W_e = W_v - (10 \text{ ft} \times \% \text{ OSPA}) \quad \text{and } W_1 = 0$$

$$W_e = W_v + W_1(1 - 2 \times \% \text{ OSPA}) \quad \text{and } W_1 > 0 \text{ \& } W_{ps} = 0$$

$$W_e = W_v + W_1 - 2(10 \times \% \text{ OSPA}) \quad \text{and } W_1 > 0 \text{ \& } W_{ps} = 0 \text{ \& a bikelanes exists}$$

where:

W_t = total width of outside lane and shoulder pavement

OSPA = percentage of segment with occupied onstreet parking

W_1 = width of paving between the outside lane stripe & the edge of the pavement

W_{ps} = width of pavement striped for onstreet parking

W_v = effective width as a function of traffic volume

and

$W_v = W_t$ if ADT > 4,000 vehicles/day

$W_v = W_t(2 - 0.00025\text{ADT})$ if ADT > 4,000 vehicles/day and
if the street/road is undivided and unstriped

$$A_1 = 0.507$$

$$A_2 = 0.199$$

$$A_3 = 7.066$$

$$A_4 = -0.005$$

$$C = 0.760$$

($A_1 - A_4$ are coefficients established by multivariate regression analysis)

The FDOT Generalized Tables and LOSPLAN software incorporate these LOS calculations into their respective LOS determinations. Table 2 identifies bicycle level of service characteristics that were applied in the Alachua Countywide Bicycle Master Plan. These level of service categories have been incorporated into the Florida Department of Transportation Quality/Level of Service Handbook.

**TABLE 2
BICYCLE LEVEL OF SERVICE CATEGORIES**

LEVEL OF SERVICE	BLOS SCORE
A	≤ 1.5
B	> 1.5 and ≤ 2.5
C	> 2.5 and ≤ 3.5
D	> 3.5 and ≤ 4.5
E	> 4.5 and ≤ 5.5
F	> 5.5

Source: Alachua Countywide Bicycle Master Plan, 2001

PEDESTRIAN PERFORMANCE MEASURES

Pedestrian LOS is evaluated using the Florida Department of Transportation Quality/Level of Service Handbook Generalized Tables and LOSPLAN (ARTPLAN, FREEPLAN & HIGHPLAN) software programs. Pedestrian LOS is defined in terms of the bicycle rider's perception of comfort and safety relative to automotive traffic in the roadway corridor.

$$\text{Ped LOS} = -1.2021 \ln(W_{ol} + W_1 + f_p \times \%OSP + f_b \times W_b + f_{sw} \times W_s) + 0.253 \ln(\text{Vol}_{15}/L) + 0.0005 \text{SPD}^2 + 5.3876$$

where:

- W_{ol} = Width of outside lane
- W_1 = Width of shoulder or bikelane (feet)
- f_p = Onstreet parking effect coefficient (=0.20)
- $\%OSP$ = percent of segment with onstreet parking
- f_b = Buffer area baffier coefficient (=5.37 for trees spaced 20 feet on center)
- W_b = Buffer width (distance between edge of pavement and sidewalk, feet)
- f_{sw} = Sidewalk presence coefficient = $6 - 0.3W_s$
- W_s = Width of sidewalk (feet)
- Vol_{15} = Average traffic during a fifteen (15) minute period
- L = Total number of (through)lanes (for road or street)
- SPD = Average running speed of motor vehicle traffic (mi/hr)

The FDOT Generalized Tables and LOSPLAN software incorporate these LOS calculations into their respective LOS determinations. Table 3 identifies pedestrian level of service categories from the Florida Department of Transportation Quality/Level of Service Handbook.

**TABLE 3
PEDESTRIAN LEVEL OF SERVICE CATEGORIES**

LEVEL OF SERVICE	PLOS SCORE
A	<= 1.5
B	> 1.5 and <= 2.5
C	> 2.5 and <= 3.5
D	> 3.5 and <= 4.5
E	> 4.5 and <= 5.5
F	> 5.5

Source: Modeling the Roadside Walking Environment: A Pedestrian Level of Service, TRB Paper No. 01-0511, 2001

TRANSIT PERFORMANCE MEASURES

Transit LOS is evaluated using the Florida Department of Transportation Quality/Level of Service Handbook Generalized Tables and LOSPLAN (ARTPLAN, FREEPLAN & HIGHPLAN) software programs. Transit LOS is derived from the Transportation Research Board's 1999 Transit Capacity and Quality of Service Manual (TCQSM) and FDOT Transit Level of Service (TLOS) software. The FDOT Generalized Tables and LOSPLAN software incorporate TCQSM and TLOS calculations into their respective LOS determinations. Table 4 identifies pedestrian level of service categories from the Florida Department of Transportation Quality/Level of Service Handbook.

**TABLE 4
TRANSIT FREQUENCY LEVEL OF SERVICE THRESHOLDS**

LEVEL OF SERVICE	ADJUSTED SERVICE FREQUENCY (vehicles/hour)	HEADWAYS (minutes)	COMMENTS
A	>6.0	<10	Passengers don't need schedules
B	4.01 to 6.0	10 to 14	Frequent service, passengers consult schedules
C	3.0 to 4.0	15 to 20	Maximum desirable time to wait if transit vehicle missed
D	2.0 to 2.99	21 to 30	Service unattractive to choice riders
E	1.0 to 1.99	31 to 60	Service available during hour
F	<1.0	>60	Service unattractive to all riders

Source: FDOT Quality/Level of Service Handbook, 2002

MOBILITY STRATEGIES

Table 5 shows the congestion management/mobility strategies to be considered under Intermodal Surface Transportation Efficiency Act (ISTEA) legislation. These strategies have been carried forward in the Mobility Plan. Modifications have been made to the strategy list based to the congestion management/mobility process changes due to the Safe, Accountable, Feasible, Efficient Transportation Equity Act- A Legacy for Users (SAFETEA-LU). In addition, mobility strategies in the MTPO Congestion Management Process are categorized into two tiers.

Tier One strategies are transportation systemwide or system subareas, such as the transit network service area. These strategies include both traditional and nontraditional strategies that are identified, evaluated and considered for implementation as appropriate.

Tier Two strategies are generally applicable to newly constructed or reconstructed roadway facilities. For each identified congested corridor, specific strategies that are considered to relieve congestion and/or improve mobility are listed in Table 6. These strategies include both traditional and nontraditional strategies that are identified, evaluated and considered for implementation as appropriate.

PUBLIC PARTICIPATION

This Mobility Plan is developed and maintained in accordance with the adopted MTPO Public Involvement Plan. In addition to access by the general public, input for the Mobility Plan is drawn from advisory committees to MTPO, including:

1. MTPO Citizens Advisory Committee;
2. MTPO Technical Advisory Committee;
3. Bicycle/Pedestrian Advisory Board;
3. Regional Transit System Advisory Board; and
4. Alachua County Traffic Safety Team.

The Mobility Plan is posted on the MTPO's website at:

<http://www.ncfrpc.org/mtpo/publications/mobilityplan.htm>

TABLE 5
MOBILITY STRATEGIES- TIER ONE

MODE	STRATEGY
Automotive/ Highway	access management techniques
	addition of general purpose lanes
	allocating more greentime to the congested corridor
	carpooling
	changing lane widths
	channelization
	computerized signal systems (signal progression)
	incident management
	intelligent transportation system (ITS)
	intersection or midblock widening (additional turn or through lanes)
	limiting accommodation of heavy vehicles
	limiting accommodation of left turning vehicles in the offpeak direction
	motorist information systems
	one-way pairs
	ramp metering
	reversible lanes
traffic control centers	
traffic signal type	
traffic surveillance and control systems	
vanpooling	
Bicycle	bicycle commuter showers and lockers
	bicycle loop detectors
	bicycle paths
	bicycle storage facilities
	bicyclist support groups
	bike on transit program
	instreet bicycle facilities
	offstreet bicycle facilities
	pavement management/maintenance program
Pedestrian	illuminated blank-out message sign: no right turn on red
	midblock median crossings
	pedestrian access to transit facilities
	pedestrian amenities
	pedestrian malls/auto reduced zones
	pedestrian overpasses/underpasses
	pedestrian signalization at signalized intersections
	raised medians
removal of pedestrian barriers	
sidewalks with ramps	
Transit	advanced public transportation system technology
	bus bays
	bus bypass ramps
	bus transfer facility
	employer parking cash out
	exclusive rights-of-way
	express bus service
	fare reductions
	HOV lanes
	HOV ramp bypass lanes
	paratransit services
	park and ride and mode change facilities
	transit service enhancement or expansion
traffic signal preemption	
transit information systems	
Multiple Modes	alternative work hours
	bus shelters to encourage intermodal use
	congestion pricing
	growth management and activity center strategies
	guaranteed ride home program
	parking management
	telecommuting
trip reduction ordinance	

TABLE 6

MOBILITY STRATEGIES- TIER TWO

MODE	STRATEGY
Automotive/ Highway	access management techniques
	addition of general purpose lanes
	allocating more greentime to the congested corridor
	changing lane widths
	channelization
	computerized signal systems (signal progression)
	incident management
	intelligent transportation system (ITS)
	intersection or midblock widening (additional turn or through lanes)
	limiting accommodation of heavy vehicles
	limiting accommodation of left turning vehicles in the offpeak direction
	motorist information systems
	one-way pairs
	ramp metering
	reversible lanes
traffic signal type	
traffic surveillance and control systems	
Bicycle	bicycle loop detectors
	bicycle paths
	bicycle storage facilities
	bike on transit program
	instreet bicycle facilities
	offstreet bicycle facilities
Pedestrian	illuminated blank-out message sign: no right turn on red
	midblock median crossings
	pedestrian access to transit facilities
	pedestrian amenities
	pedestrian malls/auto reduced zones
	pedestrian overpasses/underpasses
	pedestrian signalization at signalized intersections
	raised medians
	removal of pedestrian barriers
sidewalks with ramps	
Transit	bus bays
	bus bypass ramps
	exclusive rights-of-way
	express bus service
	HOV lanes
	HOV ramp bypass lanes
	paratransit services
	park and ride and mode change facilities
	transit service enhancement or expansion
traffic signal preemption	
Multiple Modes	bus shelters to encourage intermodal use
	congestion pricing
	parking management

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III

ROADWAY NETWORK AND CONGESTION

This section is concerned with traffic congestion that is occurring on roadways in the Gainesville Metropolitan Area. Included in this section is an identification of where roadway congestion is currently occurring, possible causes of this congestion and an identification and evaluation of strategies to relieve roadway congestion.

ROADWAY NETWORK

Within the Gainesville Metropolitan Area, the roadway network for which level of service is monitored includes all federally functional classified arterials and collectors. Illustration II shows the functionally classified roadway network. As noted in the MTPo Multimodal Level of Service Report, some of these facilities have special designations. Certain facilities are identified as part of the Florida Strategic Intermodal System. Certain facilities are identified as part of the Florida Intrastate Highway System. Certain facilities are designated as multimodal facilities.

STRATEGIC INTERMODAL SYSTEM (SIS)

Florida's Strategic Intermodal System is a transportation system that:

1. is made up of statewide and regionally significant facilities and services (**strategic**);
2. contains all forms of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities (**intermodal**); and
3. integrates individual facilities, services, forms of transportation (modes) and linkages into a single, integrated transportation network (**system**).

Florida's Strategic Intermodal System (SIS) was established in 2003 to enhance Florida's economic competitiveness by focusing limited state resources on those transportation facilities that are critical to Florida's economy and quality of life.

The SIS is a statewide network of high-priority transportation facilities, including the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. These facilities are the workhorses of Florida's transportation system, carrying more than 99 percent of all commercial air passengers, virtually all waterborne freight tonnage, almost all rail freight, and more than 68 percent of all truck traffic and 54 percent of total traffic on the State Highway System.

FLORIDA INTRASTATE HIGHWAY SYSTEM

The Florida Intrastate Highway System (FIHS), created in 1990 by the Florida Legislature, is composed of interconnected limited-access and controlled-access roadways including:

- a. Interstate highways;
- b. Florida's Turnpike System;
- c. Selected urban expressways;
- d. Existing major interregional and intercity arterial highways to be upgraded to higher controlled access standards; and
- e. New limited access facilities.

It is a statewide transportation network that provides for high-speed and high-volume traffic movements within the state. The system also accommodates High-Occupancy Vehicles (HOVs), express bus transit and, in some corridors, passenger rail service. The primary function of the system is to serve interstate and regional commerce and long-distance trips. The Florida Department of Transportation's Florida Intrastate Highway System Section develops and maintains the network of highways that combined make up the intrastate system.

MULTIMODAL CORRIDORS

The Gainesville Multimodal Corridor and Park and Ride Study, conducted in 1997, identifies multimodal corridors within the Gainesville Metropolitan Area. Illustration III shows the multimodal corridors.

ALACHUA COUNTY MULTIMODAL TRANSPORTATION DISTRICT

The Alachua County Comprehensive Plan includes policies that allow for the establishment of a multimodal transportation district (MMTD). Currently, the County is considering establishing a MMTD in the Urban Village area west of the University of Florida campus. Appendix E includes the Alachua County MMTD policies.

CITY OF GAINESVILLE TRANSPORTATION CONCURRENCY EXCEPTION AREA

The City of Gainesville Comprehensive Plan includes a transportation concurrency exception area (TCEA) consisting of three zones. Each of these TCEA zones has specific transportation mitigation criteria for development. Illustration III show the City's TCEA zones. Appendix F includes the City of Gainesville Comprehensive Plan TCEA policies.

ROADWAY CONGESTION

ROADWAY CONGESTION- DEFINED

For the purposes of this Plan, roadways are defined as congested if the ratio of traffic volume to roadway capacity for the adopted level of service standard is 85 percent or greater.

THRESHOLD FOR ACCEPTABLE LEVELS OF SERVICE

Table 7 shows the currently adopted minimum acceptable level of service standards for roadway facilities within the Gainesville Metropolitan Area.

ROADWAY CONGESTION- FACILITY DESIGNATION

Roadway level of service estimates are developed each year for all arterial and collector roads in the Gainesville Metropolitan Area. This information is compiled into a report entitled Multimodal Level of Service Report. The information contained in this report is used to designate congested roadway facilities.

CONGESTED ROADWAY FACILITIES

Table 8 and Illustration V identify roadways that are currently identified as congested. Illustration VI shows that of 136 roadway level of service sections studied, 22 roadway facilities are identified as congested. Of these 22 congested roadways, 11 are currently operating at an unacceptable level of service. Ten of the roadway facilities currently operating at an unacceptable level of service are within the City of Gainesville Transportation Concurrency Exception Area. Illustration VII shows the congested roadway facilities within the City of Gainesville TCEA.

FREIGHT MOVEMENT-GAINESVILLE TRUCK ROUTE SYSTEM

The Metropolitan Transportation Planning Organization (MTPO), in conjunction with the Florida Department of Transportation, has developed a truck route system for the Gainesville Metropolitan Area. The purpose of the truck route system is to allow interurban movement of goods to pass through the Gainesville Metropolitan Area by avoiding the most congested areas, such as the University of Florida and downtown area. Illustration VIII shows the adopted truck route system. This illustration also shows the SIS and FIHS facilities. This truck route system has enhanced signage that was installed by the Florida Department of Transportation. Appendix G shows the enhanced truck route signage.

TABLE 7

**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
MINIMAL ACCEPTABLE HIGHWAY LEVEL OF SERVICE STANDARDS**

TYPE OF FACILITY		STANDARD ^{1,2,3}	
		URBANIZED	TRANSITIONING
INTRASTATE ⁴	LIMITED ACCESS HIGHWAY	C	C
	CONTROLLED ACCESS	C	C
OTHER STATE ROADS ⁵	OTHER MULTILANE	D	C
	TWO-LANE	D	D
NONSTATE ROADS ⁶	CITY-MAINTAINED FACILITIES	E	E
	COUNTY-MAINTAINED FACILITIES	D	D

¹ Metropolitan Transportation Planning Organization Minimum Level of Service Standards for Highways were approved May 18, 1995.

² Except as specifically provided by FDOT and/or FDCA-negotiated MSVs, as incorporated in adopted local government comprehensive plans.

³ Except as specifically provided within any designated Transportation Concurrency Exception Area (TCEA).

⁴ This category includes Florida Strategic Intermodal System (SIS) and Florida Intrastate Highway System (FIHS) facilities.

⁵ This category includes SIS Connector and Transportation Regional Incentive Program (TRIP)-funded facilities

⁶ Nonstate roads which are SIS Connectors and/or TRIP-funded shall conform to State LOS standards specified in Chapter 14.94 Statewide Minimum Level of Service Standards.

TABLE 8
CONGESTED ROADWAY FACILITIES- 2005

ROADWAY FACILITY	FROM	TO	AADT [V]	LOS	MSV [C]	V/C RATIO
<i>(S-3) SW 13th Street [US 441]</i>	<i>Archer Road</i>	<i>University Avenue</i>	48,000	F	21,600	2.22
<i>(S-4) NW 13th Street [US 441]</i>	<i>University Avenue</i>	<i>NW 29th Road</i>	35,000	F	31,900	1.10
<i>(S-10) Archer Road [SR 24]</i>	<i>Interstate 75</i>	<i>Sw 34th St.</i>	50,000	C	58,800	0.85
<i>(S-15) Newberry Road. [SR 26]</i>	<i>Interstate 75 (West Ramp)</i>	<i>NW 8th Avenue</i>	51,000	F	45,950	1.11
<i>(S-18) University Avenue [SR 26]</i>	<i>Gale Lemerand Drive</i>	<i>W 13th Street</i>	35,000	E	25,700	1.36
(S-19) University Avenue [SR 26]	W 13 th Street	Waldo Road	26,000	D	28,900	0.90
<i>(S-21) SW 2nd Avenue [Sr 26A]</i>	<i>Newberry Road</i>	<i>SW 34th Street</i>	20,500	F	16,400	1.25
<i>(S-22) SSW 2nd Avenue [Sr 26A]</i>	<i>SW 34th Street</i>	<i>University Avenue</i>	18,200	E	18,000	1.01
(S-24) SW 34 th Street [SR 121]	Archer Road	University Avenue	44,000	D	49,200	0.89
<i>(S-25) NW 34th Street [SR 121]</i>	<i>University Avenue</i>	<i>NW 16th Avenue</i>	21,000	E	17,400	1.21
<i>(S-26) NW 34th Street [SR 121]</i>	<i>NW 16th Avenue</i>	<i>NW 39th Avenue</i>	15,000	D	15,000	1.00
<i>(S-27) NW 34th Street [SR 121]</i>	<i>NW 39th Avenue</i>	<i>NW 53rd Avenue</i>	15,900	D	17,800	0.89
<i>(S-29) NW 39th Avenue [SR 222]</i>	<i>NW 98th Street</i>	<i>NW 83rd Street</i>	27,220	B	30,100	0.90
<i>(S-37) Main Street [SR 329]</i>	<i>University Avenue</i>	<i>N 8th Avenue</i>	20,150	D	21,675	0.93
<i>(S-53) NW 39th Avenue [SR 222]</i>	<i>NW 51st Street</i>	<i>NW 13th Street</i>	26,500	D	28,000	0.95
<i>(S-55) Archer Road [SR 24]</i>	<i>SW 34th Street</i>	<i>SW 16th Street</i>	51,000	D	51,100	1.00
<i>(A-3) NW 43rd Street</i>	<i>Newberry Road</i>	<i>NW 53rd Avenue</i>	29,575	D	30,300	0.98
<i>(A-9) NW 23rd Avenue</i>	<i>NW 98th Street</i>	<i>NW 55th Street</i>	18,047	B	20,300	0.89
<i>(A-16) SW 20th Avenue</i>	<i>SW 62nd Boulevard</i>	<i>SW 34th Street</i>	26,428	F	23,900	1.11
(G-32) Radio Road./ Museum Drive	SW 34 th Street	SW 13 th Street	13,646	F	13,230	1.03
(G-35) Hull Road./Mowry Road	SW 34 th Street	Center Drive	10,653	E	12,600	0.85
(G-39) Gale Lemerand Drive	Museum Drive	University Avenue	12,705	F	12,600	1.01

Notes: Congested roadway facilities are those facilities with average annual daily traffic (AADT) operating at 85 percent of the maximum service volume (MSV) for the adopted level of service (LOS) volume to capacity (V/C) ratio. [AADT/MSV]

Unacceptable operating performance is based on the 2000 Highway Capacity Manual LOS A to F scale and not Florida Department of Transportation (FDOT) and/or Florida Department of Community Affairs-negotiated LOS standards.

Roadway facilities in standard text are FDOT Generalized Tables analyzed and Roadway facilities in *italics* are ARTPLAN analyzed.

TRANSIT SERVICE

The Gainesville Metropolitan Area is served by the City of Gainesville Regional Transit Service (RTS). Illustration IX shows the RTS bus routes. Illustration X shows the RTS service area. Illustration XI shows the RTS service area and congested roadways. Since 1998, the University of Florida (UF) Student Activity Fee contributes to funding RTS service. UF students may ride RTS buses at no charge by showing their Gator1 identification cards to the bus driver. As a result of increases in student ridership, the overall RTS ridership has increased dramatically. Table 9 and Illustration XII shows RTS ridership from 1985 to 2005.

TABLE 9

RTS FIXED ROUTE RIDERSHIP*

YEAR	RIDERSHIP	PERCENT CHANGE	
		ANNUAL	CUMULATIVE
1985	1,535,757	-	-
1986	1,188,733	-22.6	-22.6
1987	1,127,753	-5.1	-26.6
1988	1,080,456	-4.2	-29.6
1989	1,286,739	-19.1	-16.2
1990	1,336,899	3.9	-12.9
1991	2,569,580	92.2	67.3
1992	2,501,703	-2.6	62.9
1993	2,375,484	-5.0	54.7
1994	2,370,197	-0.2	54.3
1995	2,047,467	-13.6	33.3
1996	2,110,209	3.1	37.4
1997	2,381,427	12.9	55.1
1998	2,948,150	23.8	92.0
1999	4,404,653	49.4	186.8
2000	5,180,872	17.6	237.4
2001	6,302,952	21.7	310.4
2002	7,185,018	14.0	317.9
2003	8,103,120	12.8	427.6
2004	8,146,496	0.5	430.5
2005	8,152,989	0.1	430.9

*Shaded area indicates period preceding Gator1 Card fare free ridership

IV

MOBILITY STRATEGIES AND PERFORMANCE MEASURES

In order to address congestion within the Gainesville Metropolitan Area, two tiers of congestion management strategies have been developed. Tier One Congestion Management Strategies are applicable to the transportation system or a subarea of the transportation system. Tier Two Congestion management Strategies are applicable to the functionally classified roadway facilities that are monitored in the MTPO Multimodal Level of Service Report and new facilities that would be incorporated into the Report.

TIER ONE- TRANSPORTATION SYSTEM CONGESTION MANAGEMENT STRATEGIES AND PERFORMANCE MEASURES

COORDINATED TRAFFIC MANAGEMENT SYSTEM- OPERATIONAL MANAGEMENT

Strategy- Installation of a Coordinated Traffic Management System is the top priority in the MTPO Year 2025 Livable Community Reinvestment Plan (long range transportation plan). Currently, the traffic signalization system features a few pockets of synchronized signals. However, it is not coordinated systemwide. The installation of the system will be implemented in four phases. This project will be funded by 50 percent State funds and a 50 percent local match under the Transportation Regional Incentive Program (TRIP).

Performance Measure- Complete installation of a fully coordinated traffic management system.

FREIGHT MOVEMENT- GAINESVILLE TRUCK ROUTE SYSTEM/SIGNAGE SYSTEM

Strategy 1- Promote efficient freight movement by maintaining the Gainesville Truck Route System within the Gainesville Metropolitan Area.

Performance Measure- MTPO staff will annually monitor complaints to FDOT Motor Carrier Compliance for truck route violations.

Strategy 2- Promote use of Gainesville Truck Route System

Performance Measure- Support continued maintenance of the truck route flash signage system (see Appendix G)

Strategy 3- Continue working with Alachua County, City of Gainesville and FDOT to:

1. remove the State Highway System designation for State Road 24 from:
 - Archer Road from SW 16th Avenue (SR 226) to SW 13th Street (US 441);
 - SW 13th Street (US 441) from Archer Road to University Avenue (SR 26);
 - University Avenue (SR 26) from SW 13th Street (US 441) to Waldo Road (SR 24).

2. Redesignate as State Road 24:
 - S 16th Avenue (SR 226) from Archer Road to Williston Road (SR 331);
 - Williston Road/SW 11th Street (SR 331) from SE 16th Avenue (SR 226) to E University Avenue (SR 26).

Performance Measure- Implement LRTP Priority #2 SE 16th Avenue 4-Lane Reconstruction Project. Once constructed, petition FDOT to redesignate S 16th Avenue and Williston Road/SE 11th Street as State Road 24.

**FLORIDA DEPARTMENT OF TRANSPORTATION-
ROADWAY FACILITIES WITH STATEWIDE LEVEL OF SERVICE STANDARDS**

STRATEGIC INTERMODAL SYSTEM (SIS)

Strategy- Support Florida's Strategic Intermodal System operation at an acceptable level of service

Performance Measure- roadway facility level of service for all SIS facilities

FLORIDA INTRASTATE HIGHWAY SYSTEM (FIHS)

Strategy- Support the Florida Intrastate Highway System operation at an acceptable level of service

Performance Measure- roadway facility level of service for all FIHS facilities

**FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS-
CONCURRENCY MITIGATION TOOLKIT**

TRANSPORTATION CONCURRENCY MANAGEMENT AREA (TCMA)

Strategy- A Transportation Concurrency Management Area is a strategy developed by the Florida Department of Community Affairs that allows for congestion in excess of the adopted level of service. New Development and redevelopment within the TCMA must mitigate its impacts according to criteria specified in the local government comprehensive plan.

Performance Measure- roadway facility level of service within the TCMA.

TRANSPORTATION CONCURRENCY EXCEPTION AREA (TCEA)

Strategy- A Transportation Concurrency Exception Area is a strategy developed by the Florida Department of Community Affairs that allows for congestion in excess of the adopted level of service. New Development and redevelopment within the TCEA must mitigate its impacts according to criteria specified in the local government comprehensive plan.

Performance Measure- roadway facility level of service within the TCEA

MULTIMODAL TRANSPORTATION DISTRICT (MMTD)

Strategy- A Multimodal Transportation District is a strategy developed by the Florida Department of Community Affairs that allows for congestion in excess of the adopted level of service. New Development and redevelopment within the MMTD must mitigate its impacts according to criteria specified in the local government comprehensive plan.

Performance Measure- roadway facility level of service within the MMTD.

NONTRADITIONAL ACTIONS

Nontraditional congestion management actions includes strategies that are not directly involving single occupant vehicles (SOVs).

PUBLIC TRANSPORTATION- REGIONAL TRANSIT SYSTEM

Strategy #1- Implementation of the Regional Transit System Transit Development Plan. Transit service within the Gainesville Metropolitan Area is a significant strategy for reducing single occupant vehicle (SOV) usage. Illustration xx shows the transit routes within the Gainesville Metropolitan Area.

Strategy #2- Conduct Bus Rapid Transit (BRT) feasibility study

Performance Measure- Monitor RTS ridership and implementation of the Transit Development Plan, including completion of BRT feasibility study

ALACHUA COUNTYWIDE BICYCLE MASTER PLAN

Strategy- Expansion of the bicycle facility network through the implementation of the Alachua Countywide Bicycle Master Plan.

Performance Measure- monitor implementation of the Alachua Countywide Bicycle Master Plan for increase in mileage of bicycle facilities (designated bicycle lanes, paved shoulders and offstreet bicycle/pedestrian facilities).

BICYCLE USAGE TRENDS REPORT

Strategy- Continue monitoring bicycle ridership in the Bicycle Usage Trends Report

Performance Measure- Update Bicycle Usage Trends Report to coincide with the update of the Long Range Transportation Plan

ALACHUA COUNTY FUTURE CONNECTIONS

Strategy- The Alachua County Comprehensive Plan has been amended to identify potential corridors to enhance roadway connectivity. It is anticipated that two-lane roads would be constructed by developers as development occurs. The Alachua County Future Connections Map shows the general location for these potential corridor connections.

Performance Measure- increased connectivity measured by miles of roadway facility constructed in corridors shown in the Alachua County Future Connections Map.

LANE REDUCTION

Strategy #1- The City of Gainesville Comprehensive Plan identifies conversion of Main Street from Depot Avenue to N. 8th Avenue from a 4-lane facility to a 2-lane facility with instreet parking. This project is scheduled for construction in the MTPO Transportation Improvement Program.

Strategy #2- The Alachua County Comprehensive Plan identifies conversion of Main Street from N. 8th Avenue to N. 16th Avenue from a 4-lane facility to a 2-lane divided facility. This project is scheduled for construction in the MTPO Transportation Improvement Program.

Performance Measure- roadway facility level of service

TRAVEL DEMAND REDUCTION

Strategy- Continue support of:

- University of Florida's Campus Master Plan strategy to limit parking availability and Gator One Pass transit service accessibility
- City of Gainesville University Area Parking Permit Program

Performance Measure- traffic count to transit ridership ratio adjacent to campus does not increase

**TIER TWO- PROJECT MOBILITY
CONGESTION MANAGEMENT STRATEGIES AND PERFORMANCE MEASURES**

DESIGN TEAM REVIEW AT PROJECT SCOPING

Strategy- For new roadway construction and reconstruction projects, consider application of mobility strategies shown in Table 6 Project Mobility Strategies

Performance Measure- Implementation of Project Mobility Strategies on new roadway construction and reconstruction projects

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V

IMPLEMENTATION

This section discusses how selected strategies to address congestion will be incorporated into the planning process.

The primary MTPO document for allocating resources to provide safe and efficient movement of people and goods is the Livable Community Reinvestment Plan (Long Range Transportation Plan (LRTP)). The LRTP includes a listing of Cost Feasible Plan projects. This listing identifies projects anticipated to be fully funded within a twenty-year period. The current planning horizon for the LRTP is Year 2025. The LRTP is regularly updated every five years. The short range implementation document of the LRTP is the Transportation Improvement Program (TIP). The TIP identifies LRTP, maintenance and operational projects which have programmed funding within a five-year period. The TIP is updated annually. Prior to the TIP update, the MTPO develops a List of Priority Projects. The purpose of this document is to identify transportation projects that are needed but not currently funded. This List is used by the Florida Department of Transportation to develop its Five Year Work Program, an annual listing of Federal and State-funded projects in the Gainesville Metropolitan Area. The information developed each year in the Mobility Plan will be used in the development of congestion management projects in the List of Priority Projects.

IMPLEMENTATION OF NONTRADITIONAL ACTIONS

Non-traditional actions are those that do not encourage more travel by single occupant vehicles. The planning process that has been used to develop this Mobility Plan has emphasized the implementation of these type of projects (such as bicycle lanes, enhanced pedestrian facilities and improvements to the community's mass transit system).

MOBILITY PLAN

- Update the Mobility Plan to coincide with the Year 2035 Livable Community Reinvestment Plan update

TIER ONE- TRANSPORTATION SYSTEM MOBILITY STRATEGIES IMPLEMENTATION

COORDINATED TRAFFIC MANAGEMENT SYSTEM- OPERATIONAL MANAGEMENT

- Identify phased implementation of coordinated traffic management system in the Transportation Improvement Program

**FREIGHT MOVEMENT-GAINESVILLE TRUCK ROUTE SYSTEM/
SIGNAGE SYSTEM**

- Monitor implementation of the State Road 24 redesignation

**FLORIDA DEPARTMENT OF TRANSPORTATION ROADWAY FACILITIES WITH
STATEWIDE LEVEL OF SERVICE STANDARDS- STRATEGIC INTERMODAL
SYSTEM AND FLORIDA INTRASTATE HIGHWAY SYSTEM**

- Collect and analyze SIS and FIHS facility traffic data for inclusion in the MTPO Multimodal Level of Service Report

**FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS- CONCURRENCY
MITIGATION TOOLKIT**

TRANSPORTATION CONCURRENCY MANAGEMENT AREA

- Monitor changes to the Alachua County Comprehensive Plan for establishment of a TCMA

TRANSPORTATION CONCURRENCY EXCEPTION AREA

- Monitor changes to the City of Gainesville Comprehensive Plan TCEA
- Monitor changes to the Alachua County Comprehensive Plan for establishment of a TCEA
- Collect and analyze TCEA roadway facility traffic data for inclusion in the MTPO Multimodal Level of Service Report

MULTIMODAL TRANSPORTATION DISTRICT

- Monitor changes to the Alachua County Comprehensive Plan for establishment of a MMTD
- Monitor changes to the City of Gainesville Comprehensive Plan for establishment of a MMTD

NONTRADITIONAL ACTIONS

PUBLIC TRANSPORTATION- REGIONAL TRANSIT SYSTEM

- Collect and analyze transit service data for inclusion in the MTPO Multimodal Level of Service Report and the Transit Monitoring Report
- Monitor status of Bus Rapid Transit feasibility study

ALACHUA COUNTYWIDE BICYCLE MASTER PLAN

- Collect and analyze bicycle facility data for inclusion in the MTPO Multimodal Level of Service Report

BICYCLE USAGE TREND REPORT

- Update the Bicycle Usage Trend Report to coincide with the Year 2035 Livable Community Reinvestment Plan update

ALACHUA COUNTY FUTURE CONNECTIONS

- Monitor number of facility-miles constructed from Alachua County Future Connections Corridor Map in the Mobility Plan/Congestion Management Process Status Report.

LANE REDUCTION

- Collect and analyze roadway facility traffic data for inclusion in the MTPO Multimodal Level of Service Report
- Collect and analyze transit service data for inclusion in the MTPO Multimodal Level of Service Report and the Transit Monitoring Report

TRAVEL DEMAND REDUCTION

- Collect and analyze roadway facility traffic data for inclusion in the MTPO Multimodal Level of Service Report
- Collect and analyze transit service data for inclusion in the MTPO Multimodal Level of Service Report and the Transit Monitoring Report

TIER TWO- PROJECT MOBILITY STRATEGIES

DESIGN TEAM REVIEW AT PROJECT SCOPING

- As part of the project scoping process, consider the inclusion of the Table 6 Mobility Strategies for new construction and reconstruction projects
- Where feasible and as part of the project scoping process, consider the inclusion of the Table 6 Mobility Strategies for resurfacing and traffic operations projects

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VI

MONITORING AND EVALUATION

Data from the following principal resources for bicycle, highway, pedestrian and transit modes of travel are used for evaluating and monitoring mobility enhancement and congestion management strategies in the Gainesville Metropolitan Area.

Each year, a Mobility Plan/Congestion Management Process Status Report will be prepared for review by the MTPO Technical Advisory Committee Level of Service Subcommittee. This information will be used to update the MTPO's List of Priority Projects and Long Range Transportation Plan.

- Report ratio of congested to total roadway facilities in the Mobility Plan/Congestion Management Process Status Report [See Illustrations XIII and XIV]
- Report Mobility Index (ratio of congested lane miles to bus ridership) in the Mobility Plan/Congestion Management Process Status Report [See Illustration XV]

MONITORING RESOURCES

MTPO BICYCLE USAGE TRENDS REPORT

The Bicycle Usage Trend Report monitors ridership for selected sites in the Gainesville Metropolitan Area. This Report is updated to coincide with the LRTP update.

MTPO MULTIMODAL LEVEL OF SERVICE REPORT

AUTOMOTIVE/HIGHWAY

The Multimodal Level of Service Report provides the latest available average annual daily traffic counts and levels of service for the federally functionally classified roadway system of the Gainesville Metropolitan Area.

BICYCLE FACILITIES

The Multimodal Level of Service Report provides the latest available locations and levels of service for bicycle facilities on the federally functionally classified roadway system of the Gainesville Metropolitan Area.

PEDESTRIAN FACILITIES

The Multimodal Level of Service Report provides the latest available locations and levels of service for pedestrian facilities on the federally functionally classified roadway system of the Gainesville Metropolitan Area.

TRANSIT SERVICE

The Multimodal Level of Service Report provides the latest service availability (Headways and duration of service for ARTPLAN-analyzed facilities) and levels of service for transit routes on the federally functionally classified roadway system of the Gainesville Metropolitan Area.

MTPO TRANSIT MONITORING PROGRAM OF THE REGIONAL TRANSIT SYSTEM

The Transit Monitoring Program provides annual monitoring of ridership for the Regional Transit System main bus route system in the Gainesville Metropolitan Area.

SIDEWALK INVENTORY

The City of Gainesville Comprehensive Plan Transportation Element provides a map of the sidewalk system in the city.

TIER ONE- TRANSPORTATION SYSTEM MOBILITY STRATEGIES IMPLEMENTATION

COORDINATED TRAFFIC MANAGEMENT SYSTEM- OPERATIONAL MANAGEMENT

- Report completion status of phased implementation of coordinated traffic management system in the Mobility Plan/Congestion Management Process Status Report.

FREIGHT MOVEMENT-GAINESVILLE TRUCK ROUTE SYSTEM/ SIGNAGE SYSTEM

- Report status of State Road 24 redesignation in the Mobility Plan/Congestion Management Process Status Report.

FLORIDA DEPARTMENT OF TRANSPORTATION ROADWAY FACILITIES WITH STATEWIDE LEVEL OF SERVICE STANDARDS- STRATEGIC INTERMODAL SYSTEM AND FLORIDA INTRASTATE HIGHWAY SYSTEM

- Provide SIS and FIHS level of service to the MTPO Level of Service Technical Subcommittee

FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS- CONCURRENCY MITIGATION TOOLKIT

TRANSPORTATION CONCURRENCY MANAGEMENT AREA (TCMA)

- Monitor changes to the Alachua County Comprehensive Plan for establishment of a TCMA

TRANSPORTATION CONCURRENCY EXCEPTION AREA (TCEA)

- Monitor changes to the City of Gainesville Comprehensive Plan TCEA
- Monitor changes to the Alachua County Comprehensive Plan for establishment of a TCEA
- Provide TCEA roadway facility level of service in the MTPO Multimodal Level of Service Report

MULTIMODAL TRANSPORTATION DISTRICT (MMTD)

- Report changes to the Alachua County Comprehensive Plan for establishment of a MMTD in the Mobility Plan/Congestion Management Process Status Report
- Report changes to the City of Gainesville Comprehensive Plan for establishment of a MMTD in the Mobility Plan/Congestion Management Process Status Report

NONTRADITIONAL ACTIONS

PUBLIC TRANSPORTATION- REGIONAL TRANSIT SYSTEM

- Include MTPO Transit Monitoring Report in the Mobility Plan/Congestion Management Process Status Report
- Monitor status of Bus Rapid Transit feasibility study in the Mobility Plan/Congestion Management Process Status Report

ALACHUA COUNTYWIDE BICYCLE MASTER PLAN

- Report status of implementation of Alachua Countywide Bicycle Master Plan in the Mobility Plan/Congestion Management Process Status Report

BICYCLE USAGE TREND REPORT

- Present the Bicycle Usage Trend Report to the MTPO Bicycle/Pedestrian Advisory Board
- Include the Bicycle Usage Trend Report completion date in the Mobility Plan/Congestion Management Process Status Report

ALACHUA COUNTY FUTURE CONNECTIONS

- Report number of facility-miles constructed Alachua County Future Connections Corridor Map in the Mobility Plan/Congestion Management Process Status Report

LANE REDUCTION

- Report Main Street preconstruction and postconstruction traffic volumes and LOS in the Mobility Plan/Congestion Management Process Status Report

TRAVEL DEMAND REDUCTION

- Report transit ridership and roadway level of service for the Campus perimeter corridors [State Road 24, State Roads 26/26A, State Road 121, State Road 226 and US 441] in the Mobility Plan/Congestion Management Process Status Report

TIER TWO- PROJECT MOBILITY STRATEGIES

DESIGN TEAM REVIEW AT PROJECT SCOPING

- Report mobility strategies applied to new construction and reconstruction projects in the Mobility Plan/Congestion Management Process Status Report

ROADWAY FACILITY MULTIMODAL LEVEL OF SERVICE

The level of service analysis of functionally classified arterial and collector roadway facilities reported in the MTPO Multimodal Level of Service for Year 2005 traffic data is included in the following tables. Table 10 shows the multimodal level of service for state-maintained roadway facilities. Table 11 shows the multimodal level of service for Alachua County-maintained roadway facilities. Table 12 shows the multimodal level of service for City of Gainesville-maintained roadway facilities.

TABLE 10
MULTIMODAL LEVEL OF SERVICE SUMMARY FOR STATE ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

Updated 09/14/07

ASSIGNED ROADWAY NUMBER	ROADWAY	FROM SOUTH OR WEST TERMINI	TO NORTH OR EAST TERMINI	LEVEL OF SERVICE			
				AUTOMOBILE	BICYCLE	PEDESTRIAN	TRANSIT
URBANIZED ROADWAYS							
S-2	US 441/W 13th St.	SR 331/Williston Rd.	SR 24/Archer Rd.	B	C	E	B
S-3	US 441/W 13th St.	SR 24/Archer Rd.	SR 26/University Ave.	F	D	E	A
S-4	US 441/W 13th St.	SR 26/University Ave.	NW 29th Rd.	F	D	D	C
S-5	US 441/W 13th St.	NW 29th Rd.	N.W. 23rd St.	B	C	E	F
S-6	SR 20/NW 6th St.	NW 8th Ave.	SR 222/N 39th Ave.	C	D	C	E
S-7	SR 20/NW 6th St.	SR 222/N 39th Ave.	US 441/W. 13th St.	B	D	D	F
S-8	SR 20/Hawthorne Rd.	SR 24/Waldo Rd.	SE 43rd St.	C	B	C	F
S-9	SR 24/Archer Rd.	SW 75th St/Tower Rd.	Interstate 75	B	C	E	E
S-10	SR 24/Archer Rd.	Interstate 75	SR 121/SW 34th St.	C	E	D	A
S-11	SR 24/Archer Rd.	SR 226/SW 16th Ave.	US 441/W 13th St.	D	D	D	A
S-12	SR 24/Waldo Rd.	SR 26/University Ave.	SR 222/E 39th Ave.	B	D	D	E
S-14	SR 26/Newberry Rd.	NW 122nd St.	Interstate-75 [east ramp]	B	D	D	F
S-15	SR 26/Newberry Rd.	Interstate-75 [east ramp]	NW 8th Ave.	F	D	D	D
S-16	SR 26/Newberry Rd.	NW 8th Ave.	SR 121/W 34th St.	B	D	D	B
S-17	SR 26/University Ave.	SR 121/W 34th St.	Gale Lemerand Dr.	D	C	D	B
S-18	SR 26/University Ave.	Gale Lemerand Dr.	US 441/W 13th St.	E	D	D	A
S-19	SR 26/University Ave.	US 441/W 13th St.	SR 24/Waldo Rd.	D	D	C	C
S-20	SR 26/University Ave.	SR 20/Hawthorne Rd.	CR 329B/Lakeshore Dr.	B	D	C	E
S-21	SR 26A/SW 2nd Ave.	SR 26/Newberry Rd.	SR 121/W 34th St.	F	D	C	B
S-22	SR 26A/SW 2nd Ave.	SR 121/SW 34th St.	SR 26/University Ave.	E	E	D	B
S-23	SR 121/W 34th St.	SR 331/Williston Rd.	SR 24/Archer Rd.	C	C	C	A
S-24	SR 121/W 34th St.	SR 24/Archer Rd.	SR 26/University Ave.	D	C	D	C
S-25	SR 121/W 34th St.	SR 26/University Ave.	NW 16th Ave.	E	D	D	F
S-26	SR 121/W 34th St.	NW 16th Ave.	SR 222/W 39th Ave.	D	C	D	F
S-27	SR 121/W 34th St.	SR 222/NW 39th Ave.	NW 53rd Ave.	D	C	D	D
S-29	SR 222/N 39th Ave.	NW 98th St.	NW 83rd St.	B	C	D	F
S-30	SR 222/N 39th Ave.	US 441/NW 13th St.	SR 24/Waldo Rd.	B	C	C	D
S-31	SR 222/N 39th Ave.	SR 24/Waldo Rd.	End of 4-lane section	B	C	C	F
S-32	SR 222/N 39th Ave.	End of 4-lane section	GMA Boundary	C	C	E	F
S-33	SR 226/S 16th Ave	SR 24/Archer Rd.	US 441/W 13th St.	C	D	C	A
S-34	SR 226/S 16th Ave	US 441/W 13th St.	SR 329/Main St.	C	D	C	B
S-35	SR 226/S 16th Ave	SR 329/Main St.	SR 331/Williston Rd.	C	C	E	C
S-36	SR 120A/N 23rd Ave.	US 441/W 13th St.	SR 24/Waldo Rd.	C	D	C	D
S-37	SR 329/Main St.	University Ave.	N. 8th Ave.	D	D	C	D
S-38	SR 331/SR 121	Interstate 75 (south)	US 441/SW 13th St.	B	D	D	B
S-39	SR 331/Williston Rd.	US 441/SW 13th St.	SR 26/University Ave.	C	C	C	F
S-40	SR 20/NW 8th Ave.	NW 6th St.	N Main St.	D	C	C	F
S-41	Interstate 75	SR 331/SR 121	SR 24/Archer Rd.	C	N/A	N/A	N/A
S-42	Interstate 75	SR 24/Archer Rd.	SR 26/Newberry Rd.	C	N/A	N/A	N/A
S-43	Interstate 75	SR 26/Newberry Rd.	SR 222/NW 39th Ave.	C	N/A	N/A	N/A
S-46	SR 26/University Ave.	CR 329B	GMA Boundary	B	B	D	F
S-50	US 441	NW 23rd St.	GMA Boundary	B	C	E	F
S-52	Interstate 75	SR 222/NW 39th Ave.	GMA Boundary	B	N/A	N/A	N/A
S-53	SR 222/N 39th Ave.	NW 51st St.	US 441/NW 13th St.	C	C	D	F
S-54	SR 121/W 34th St.	NW 53rd Ave.	US 441/W 13th St.	C	C	B	D
S-55	SR 24/Archer Rd.	SR 121/SW 34th St.	SR 226/SW 16th Ave.	D	E	E	A
S-56	SR 222/N 39th Ave.	NW 83rd St.	NW 51st St.	B	C	D	F
TRANSITIONING ROADWAYS							
S-1	US 441/W 13th St.	Payne's Prairie	SR 331/Williston Rd.	B	B	D	E
S-13	SR 24/Waldo Rd.	SR 222/E 39th Ave.	CR 255A/NE 77th Ave.	B	C	E	F
S-28	SR 121/W 34th St.	US 441/W 13th St.	N.W. 77th Ave.	C	C	E	F
S-44	SR 121	S.W. 85th Ave.	Interstate 75 (south)	C	C	E	F
S-45	SR 26/Newberry Rd.	S.W. 154th St.	NW 122nd St.	A	C	D	F
S-47	SR 24/Archer Rd.	GMA Boundary	SW 75th St/Tower Rd.	A	C	E	F
S-48	SR 20/Hawthorne Rd.	SE 43rd St.	CR 329B/Lakeshore Dr.	B	B	C	F
S-49	SR 20/Hawthorne Rd.	CR 329B	GMA Boundary	A	B	D	F
S-51	Interstate 75	GMA Boundary	SR 331/SR 121	C	N/A	N/A	N/A

SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

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Note: This table is not intended to be used for concurrency management purposes, since bike, pedestrian or transit LOS Standards do not exist. It is for information only.

Roadway facilities in shaded rows are also ART-PLAN, HIGHPLAN or FREEPLAN analyzed.

Roadway facilities in italics have full field study inputs

N/A Not Applicable

TABLE 11
MULTIMODAL LEVEL OF SERVICE SUMMARY FOR ALACHUA COUNTY ROADS-
2005 WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

Updated 09/14/07

ASSIGNED ROADWAY NUMBER	ROADWAY	FROM SOUTH OR WEST TERMINI	TO NORTH OR EAST TERMINI	LEVEL OF SERVICE			
				AUTOMOBILE	BICYCLE	PEDESTRIAN	TRANSIT
URBANIZED ARTERIAL ROADWAYS							
A-1	NW 53rd Ave.	NW 52nd Terr.	US 441/W 13th St.	C	C	E	F
A-3	<i>NW 43rd St.</i>	<i>SR 26/Newberry Rd.</i>	<i>NW 53rd Ave.</i>	<i>D</i>	<i>C</i>	<i>D</i>	<i>F</i>
A-6	NW 43rd St.	NW 53rd Ave.	US 441	C	C	E	F
A-9	<i>NW 23rd Ave.</i>	<i>NW 98th St.</i>	<i>NW 55th St.</i>	<i>B</i>	<i>D</i>	<i>E</i>	<i>F</i>
A-10	NW 23rd Ave.	NW 55th St.	NW 43rd St.	C	C	C	E
A-11	NW 16th Ave.	NW 43rd St.	US 441/W 13th St.	B	D	D	F
A-12	N 16th Ave.	US 441/W. 13th St.	SR 24/Waldo Road	C	D	D	E
A-13	<i>SW 75th St/Tower Rd.</i>	<i>SR 25/Archer Road</i>	<i>SW 8th Ave.</i>	<i>B</i>	<i>E</i>	<i>D</i>	<i>D</i>
A-14	<i>NW 75th St/Tower Rd.</i>	<i>SW 8th Ave.</i>	<i>SR 26/Newberry Rd.</i>	<i>A</i>	<i>D</i>	<i>D</i>	<i>D</i>
A-15	<i>SW 20th Ave.</i>	<i>SW 75th St/Tower Rd</i>	<i>SW 62nd Blvd.</i>	<i>B</i>	<i>C</i>	<i>E</i>	<i>E</i>
A-16	<i>SW 20th Ave.</i>	<i>SW 62nd Blvd.</i>	<i>SR 121/W 34th St.</i>	<i>D</i>	<i>C</i>	<i>E</i>	<i>A</i>
A-17	N Main St.	NW 8th Ave.	NW 23rd Ave.	C	D	C	E
A-18	N Main St.	NW 23rd Ave.	SR 222/N 39th Ave.	B	C	C	F
A-19	<i>NW 39th Ave.</i>	<i>NW 110th St.</i>	<i>NW 98th St.</i>	<i>C</i>	<i>C</i>	<i>D</i>	<i>F</i>
A-47	S Main St.	Williston Rd.	University Ave.	C	D	C	B
URBANIZED MAJOR COUNTY ROADWAYS							
A-20	SW 24th Ave	SW 91st St.	SW 75th St./Tower Rd.	C	D	C	F
A-21	NW 51st St.	NW 23rd Ave.	SR 222/NW 39th Ave.	D	D	C	F
A-22	NW 98th St.	SR 26/Newberry Rd.	CR 222/NW 39th Ave.	C	D	E	F
A-23	NW 83rd St.	NW 23rd Ave.	SR 222/NW 39th Ave.	C	D	D	F
A-24	W 91st St.	SW 24th Ave.	SR 26/Newberry Rd.	C	C	C	F
A-26	SW 8th Ave.	SW 91st St.	SW 75th St./Tower Rd.	C	D	D	F
A-29	Kincaid Loop	SR 20/Hawthorne Rd.	SR 20/Hawthorne Rd.	C	D	D	F
A-30	SW 40th Blvd./SW 42nd/43rd St.	SR 24/Archer Rd.	SW 20th Ave.	D	D	E	F
A-33	SW 24th Ave	SW 122nd St./Parker Rd.	SW 91st St.	C	D	C	F
A-36	SW 8th Ave.	SW 122nd St./Parker Rd.	SW 91st St.	C	SW 122nd St./Parker Rd.	C	F
A-45	Ft. Clarke Blvd.	SR 26/Newberry Rd.	NW 23rd Avenue	C	D	D	E
URBANIZED OTHER SIGNALIZED ROADWAYS							
A-40	SW 46th Blvd.	SW 104th Tr.	Tower Road	D	D	D	F
A-44	SW 75th St.	GMA Boundary	SR 24/Archer Road	C	C	D	F
TRANSITIONING ARTERIAL ROADWAYS							
A-2	N 53rd Ave.	US 441/W 13th St.	SR 24/Waldo Rd.	C	D	E	F
A-32	W 143rd St./CR 241	SR 26/Newberry Road	GMA Boundary	C	C	E	F
A-37	NW 39th Ave.	CR 241	NW 110th Tr.	C	D	E	F
TRANSITIONING MAJOR COUNTY ROADWAYS							
A-28	Rocky Pt. Rd.	SR 331/Williston Rd.	US 441/SW 13th St.	C	C	D	F
A-34	NW 53rd Ave.	Interstate 75	NW 52nd Terr.	C	B	E	F
A-35	SW 122nd St./Parker Rd.	GMA Boundary	SR 26/Newberry Rd.	C	B	D	F
A-38	SE 43rd St.	SR 20/Hawthorne Rd.	SR 26/E. University Ave.	C	D	C	E
A-39	SW 91st St.	Archer Road	SW 44th Ave.	C	D	D	F
TRANSITIONING OTHER SIGNALIZED ROADWAYS							
A-31	Monteocha Road	NE 53rd Ave.	NE 77th Ave.	C	C	D	F
A-41	SW 62nd Ave./SW 63rd Blvd.	SR 121	SR 24/Archer Road	C	D	D	F
A-42	CR 329B/Lakeshore Dr.	SR 20/Hawthorne Rd.	SR 26/E. University Ave.	C	B	D	F
A-43	NE 77th Ave./CR 225A	NE 38th St.	SR 24 / Waldo Rd.	C	B	D	F
A-46	NW 32nd Ave.	GMA Boundary	CR 241/NW 143rd St.	C	C	C	F

SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

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Note: This table is not intended to be used for concurrency management purposes, since bike, pedestrian or transit LOS Standards do not exist. It is for information only.

Roadway facilities in shaded rows are also ART-PLAN, HIGHPLAN or FREEPLAN analyzed.

Roadway facilities in italics have full field study inputs

TABLE 12
MULTIMODAL LEVEL OF SERVICE SUMMARY- 2005
FOR CITY OF GAINESVILLE / UNIVERSITY OF FLORIDA ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

Updated 09/14/07

ASSIGNED ROADWAY NUMBER	ROADWAY	FROM SOUTH OR WEST TERMINI	TO NORTH OR EAST TERMINI	LEVEL OF SERVICE			
				AUTOMOBILE	BICYCLE	PEDESTRIAN	TRANSIT
URBANIZED ARTERIAL ROADWAYS							
<i>G-1</i>	<i>NW 55th St.</i>	<i>SR 26/Newberry Rd.</i>	<i>NW 23rd Ave.</i>	<i>D</i>	<i>B</i>	<i>C</i>	<i>F</i>
<i>G-2</i>	<i>N 8th Ave.</i>	<i>SR 26/Newberry Rd.</i>	<i>W 22nd St.</i>	<i>B</i>	<i>D</i>	<i>C</i>	<i>F</i>
<i>G-3</i>	<i>N 8th Ave.</i>	<i>NW 22nd St.</i>	<i>NW 6th St.</i>	<i>C</i>	<i>D</i>	<i>D</i>	<i>F</i>
<i>G-4</i>	<i>SW 62nd Blvd.</i>	<i>SR 26/Newberry Rd.</i>	<i>SW 20th Ave.</i>	<i>C</i>	<i>E</i>	<i>E</i>	<i>B</i>
<i>G-36</i>	<i>NW 31st Ave/Glen Springs Rd.</i>	<i>SR 121/W 34th St.</i>	<i>NW 16th Terr.</i>	<i>C</i>	<i>D</i>	<i>C</i>	<i>F</i>
<i>G-38</i>	<i>NW 23rd Blvd.</i>	<i>NW 16th Terr.</i>	<i>US 441/W 13th St.</i>	<i>C</i>	<i>D</i>	<i>C</i>	<i>C</i>
URBANIZED MAJOR CITY ROADWAYS							
<i>G-5</i>	<i>NW 22nd St</i>	<i>SR 26/University Ave.</i>	<i>NW 16th Ave.</i>	<i>C</i>	<i>D</i>	<i>C</i>	<i>F</i>
<i>G-6</i>	<i>N 8th Ave.</i>	<i>N Main St.</i>	<i>SR 24/Waldo Rd.</i>	<i>C</i>	<i>D</i>	<i>C</i>	<i>E</i>
<i>G-7</i>	<i>S 2nd Ave.</i>	<i>US 441/W 13th St.</i>	<i>SE 7th St.</i>	<i>C</i>	<i>B</i>	<i>C</i>	<i>C</i>
<i>G-9</i>	<i>W 6th St.</i>	<i>SW 4th Ave.</i>	<i>NW 8th Ave.</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>
<i>G-37</i>	<i>SW 23rd Terr.</i>	<i>SR 331/Williston Rd.</i>	<i>SR 24/Archer Rd.</i>	<i>D</i>	<i>C</i>	<i>C</i>	<i>A</i>
URBANIZED OTHER SIGNALIZED ROADWAYS							
<i>G-8</i>	<i>W 6th St.</i>	<i>SW 16th Ave.</i>	<i>SW 4th Ave.</i>	<i>C</i>	<i>D</i>	<i>C</i>	<i>E</i>
<i>G-10</i>	<i>NE 9th St.</i>	<i>SE 2nd Ave.</i>	<i>NE 31st Ave.</i>	<i>C</i>	<i>D</i>	<i>D</i>	<i>E</i>
<i>G-11</i>	<i>NW 38th St.</i>	<i>NW 8th Ave.</i>	<i>NW 16th Ave</i>	<i>C</i>	<i>A</i>	<i>D</i>	<i>F</i>
<i>G-12</i>	<i>NW 24th Blvd.</i>	<i>SR 222/NW 39th Ave.</i>	<i>NW 53rd Ave.</i>	<i>C</i>	<i>C</i>	<i>D</i>	<i>F</i>
<i>G-14</i>	<i>NE 15th St.</i>	<i>SR 26/E University Ave.</i>	<i>NE 8th Ave.</i>	<i>D</i>	<i>D</i>	<i>C</i>	<i>F</i>
<i>G-15</i>	<i>NE 15th St.</i>	<i>NE 16th Ave.</i>	<i>SR 222/NE 39th Ave.</i>	<i>D</i>	<i>D</i>	<i>C</i>	<i>C</i>
<i>G-16</i>	<i>NE 25th St.</i>	<i>SR 26/E University Ave.</i>	<i>NE 8th Ave.</i>	<i>C</i>	<i>C</i>	<i>C</i>	<i>E</i>
<i>G-17</i>	<i>SE 4th St.</i>	<i>SR 331/Williston Rd.</i>	<i>Depot Ave.</i>	<i>C</i>	<i>D</i>	<i>D</i>	<i>E</i>
<i>G-18</i>	<i>SE 4th St.-SE 22nd Ave.</i>	<i>SR 331/Williston Rd.</i>	<i>SE 15th St.</i>	<i>D</i>	<i>D</i>	<i>C</i>	<i>E</i>
<i>G-19</i>	<i>N 8th Ave</i>	<i>SR 24/Waldo Road</i>	<i>NE 25th St.</i>	<i>D</i>	<i>D</i>	<i>C</i>	<i>E</i>
<i>G-20</i>	<i>S 4th Ave.</i>	<i>US 441/SW 13th St.</i>	<i>SE 15th St.</i>	<i>D</i>	<i>D</i>	<i>C</i>	<i>F</i>
<i>G-21</i>	<i>SW 9th Rd.-Depot Ave.-SE 7th Ave.</i>	<i>US 441/SW 13th St.</i>	<i>SE 15th St.</i>	<i>D</i>	<i>D</i>	<i>C</i>	<i>F</i>
<i>G-22</i>	<i>S 2nd Ave.</i>	<i>SE 7th St.</i>	<i>SR 331/Williston Rd.</i>	<i>C</i>	<i>A</i>	<i>B</i>	<i>A</i>
<i>G-23</i>	<i>NE 31st Ave.</i>	<i>N Main St.</i>	<i>SR 24/Waldo Road</i>	<i>C</i>	<i>C</i>	<i>D</i>	<i>F</i>
<i>G-24</i>	<i>NW 17th St.</i>	<i>SR 26/W University Ave.</i>	<i>NW 8th Ave.</i>	<i>D</i>	<i>B</i>	<i>C</i>	<i>F</i>
<i>G-25</i>	<i>W 12th St.</i>	<i>SW 4th Ave.</i>	<i>NW 8th Ave.</i>	<i>C</i>	<i>D</i>	<i>C</i>	<i>F</i>
<i>G-26</i>	<i>W 10th St.</i>	<i>SW 4th Ave.</i>	<i>NW 8th Ave.</i>	<i>C</i>	<i>D</i>	<i>C</i>	<i>F</i>
<i>G-27</i>	<i>SW 16th St.</i>	<i>SW 16th Ave.</i>	<i>SR 24/Archer Rd.</i>	<i>D</i>	<i>B</i>	<i>C</i>	<i>B</i>
<i>G-28</i>	<i>NW 5th Ave.</i>	<i>NW 22nd St.</i>	<i>US 441/NW 13th St.</i>	<i>C</i>	<i>C</i>	<i>C</i>	<i>F</i>
<i>G-29</i>	<i>W. 3rd St.</i>	<i>SW 4th Ave.</i>	<i>NW 8th Ave.</i>	<i>C</i>	<i>C</i>	<i>D</i>	<i>F</i>
<i>G-30</i>	<i>W. 2nd St.</i>	<i>SW 4th Ave.</i>	<i>NW 8th Ave.</i>	<i>C</i>	<i>C</i>	<i>D</i>	<i>F</i>
<i>G-31</i>	<i>Gale Lemerand Dr.</i>	<i>SR 24/Archer Rd.</i>	<i>Museum Rd.</i>	<i>C</i>	<i>B</i>	<i>C</i>	<i>A</i>
<i>G-32</i>	<i>Radio Rd.-Museum Rd.</i>	<i>SR 121/S 34th St.</i>	<i>US 441/S 13th St.</i>	<i>F</i>	<i>C</i>	<i>E</i>	<i>B</i>
<i>G-33</i>	<i>E 1st St.</i>	<i>SE 2nd Pl.</i>	<i>NE 8th Ave.</i>	<i>C</i>	<i>C</i>	<i>C</i>	<i>F</i>
<i>G-34</i>	<i>E 3rd St.</i>	<i>SE Depot Ave.</i>	<i>NE 2nd Ave.</i>	<i>C</i>	<i>C</i>	<i>C</i>	<i>D</i>
<i>G-35</i>	<i>Hull Rd.-Mowry Rd</i>	<i>SW 34th St.</i>	<i>Center Dr.</i>	<i>D</i>	<i>C</i>	<i>C</i>	<i>A</i>
<i>G-39</i>	<i>Gale Lemerand Dr.</i>	<i>Museum Rd.</i>	<i>SR 26/W University Ave.</i>	<i>F</i>	<i>C</i>	<i>C</i>	<i>A</i>
TRANSITIONING OTHER SIGNALIZED ROADWAYS							
<i>G-13</i>	<i>N Main St.</i>	<i>SR 222/NW 39th Ave.</i>	<i>NW 53rd Ave.</i>	<i>D</i>	<i>D</i>	<i>D</i>	<i>F</i>

SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

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Note: This table is not intended to be used for concurrency management purposes, since bike, pedestrian or transit LOS Standards do not exist. It is for information only.

Roadway facilities in shaded rows are also ART-PLAN, HIGHPLAN or FREEPLAN analyzed.

Roadway facilities in italics have full field study inputs

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APPENDIX A
MOBILITY PLAN ATLAS

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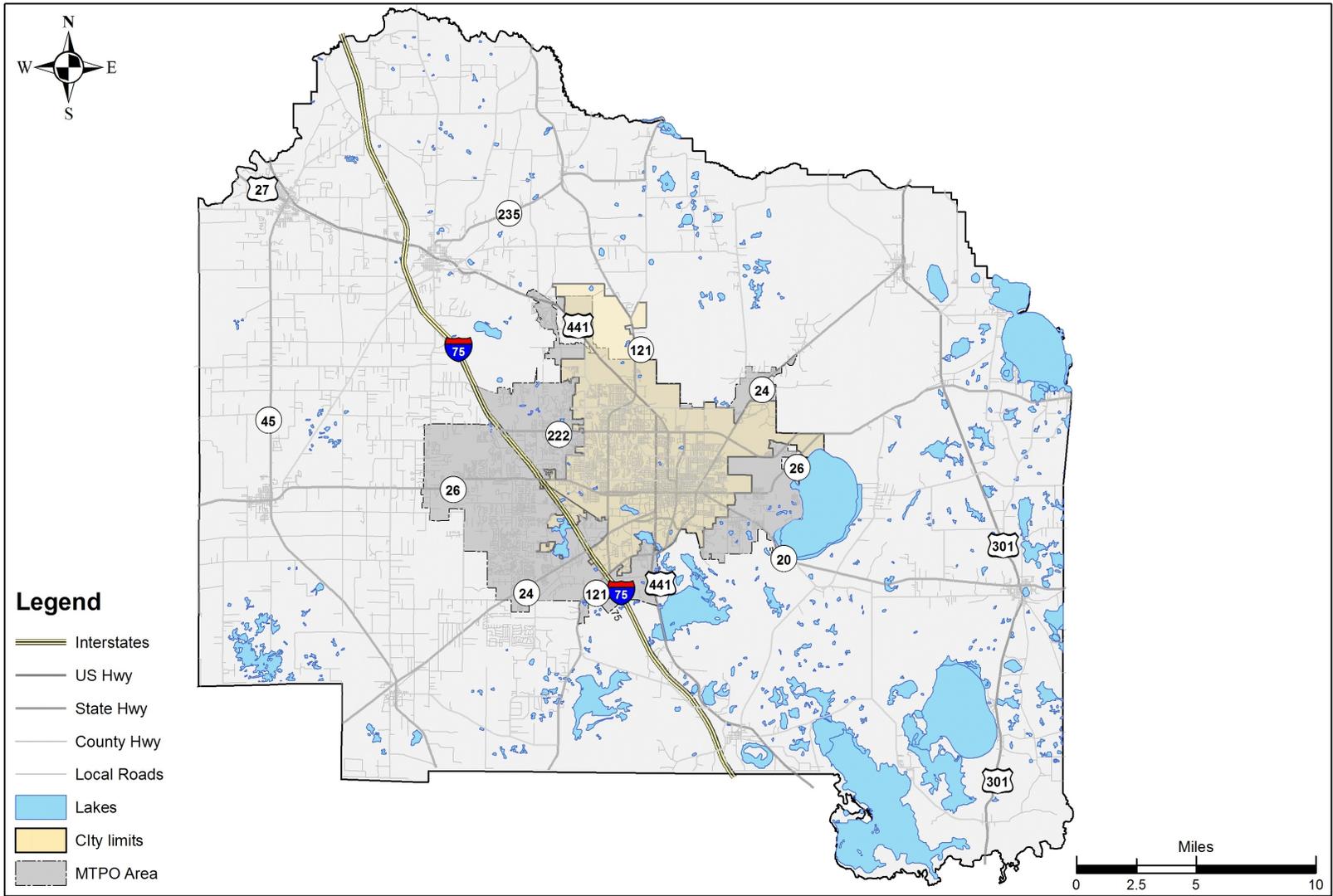


ILLUSTRATION I

Gainesville Metropolitan Area

Date: Sept 24, 2007
 Created By: U Garfield
 Sources: NCFRPC, FGDL, Alachua County
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**North
 Central
 Florida
 Regional
 Planning
 Council**



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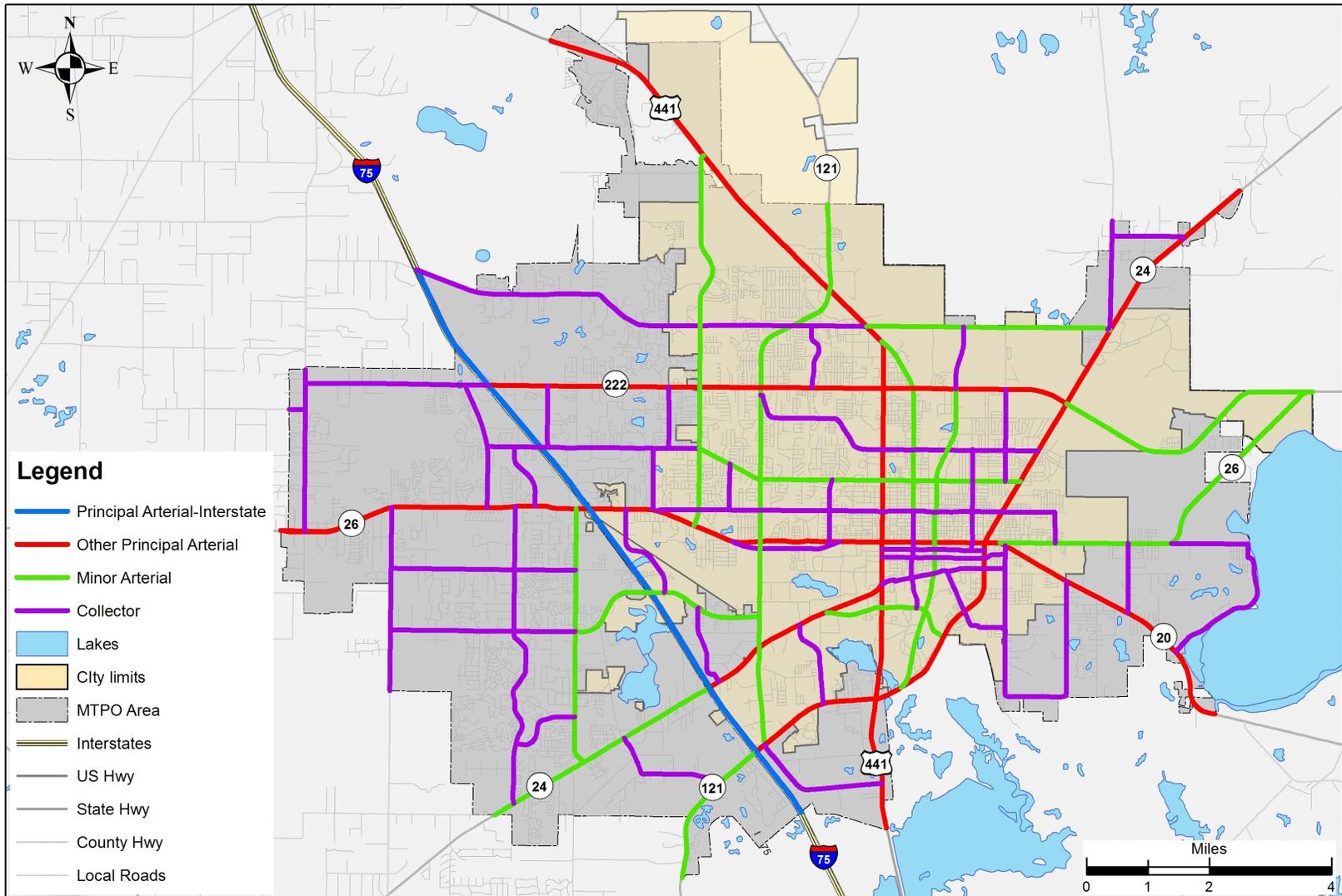


ILLUSTRATION II

Date: Sept 24, 2007
 Created By: U Garfield
 Sources: NCFRPC, FGDL, Alachua County
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Gainesville Metropolitan Area Federal Functional Classified Roadways



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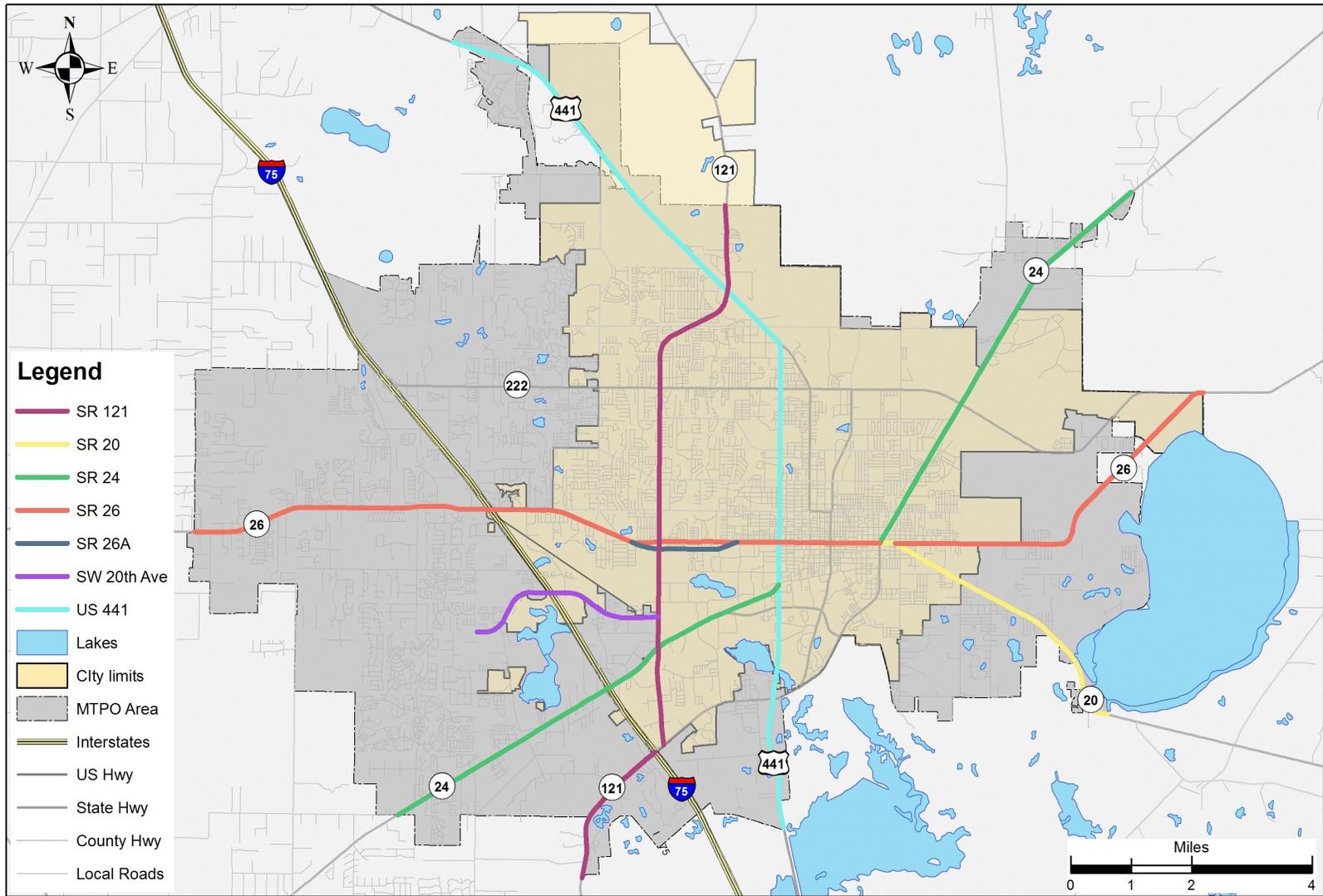


ILLUSTRATION III

Multimodal Corridors

Date: Sept 24, 2007
 Created By: U Garfield
 Sources: NCFRPC, FGDL, Alachua County
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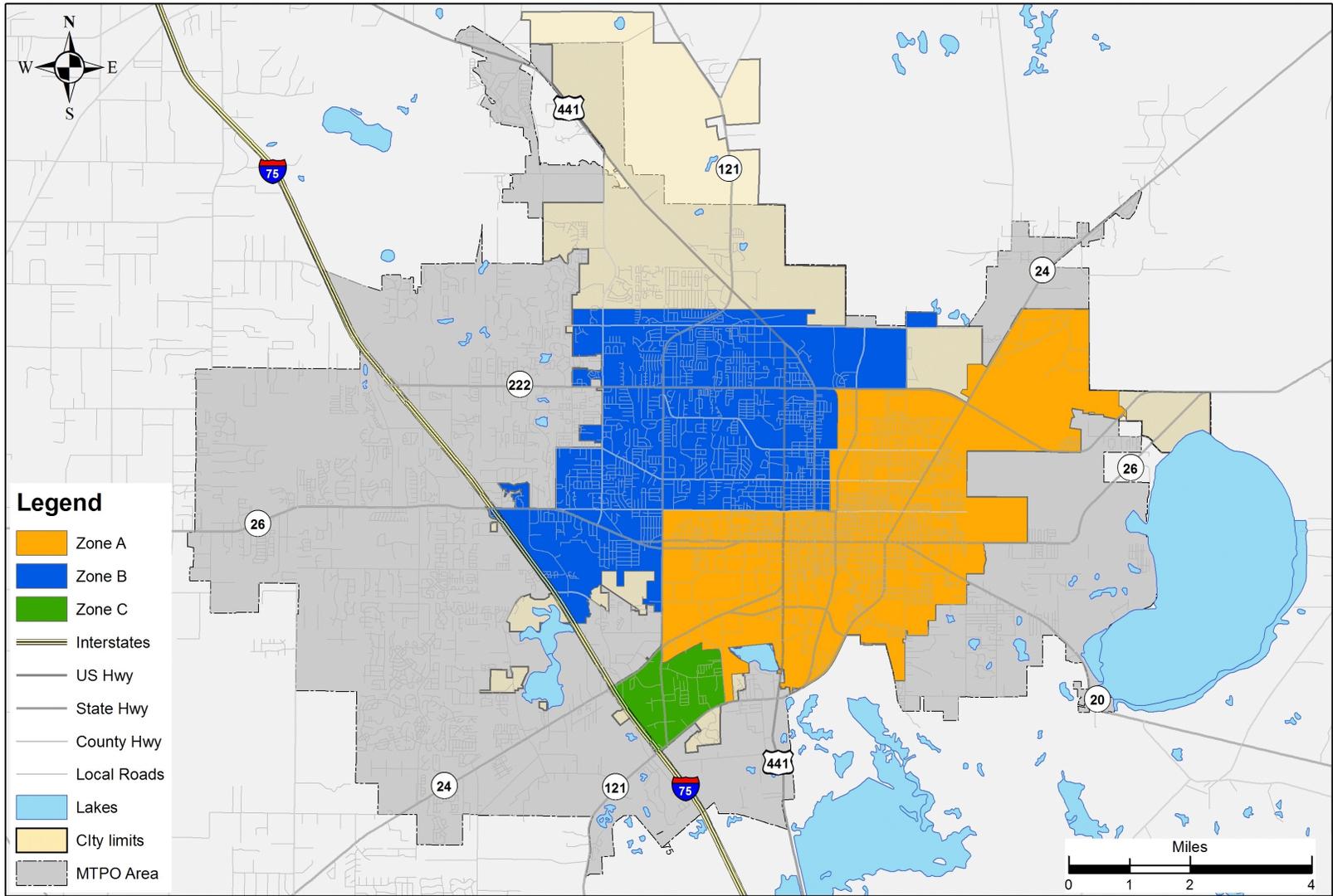


ILLUSTRATION IV

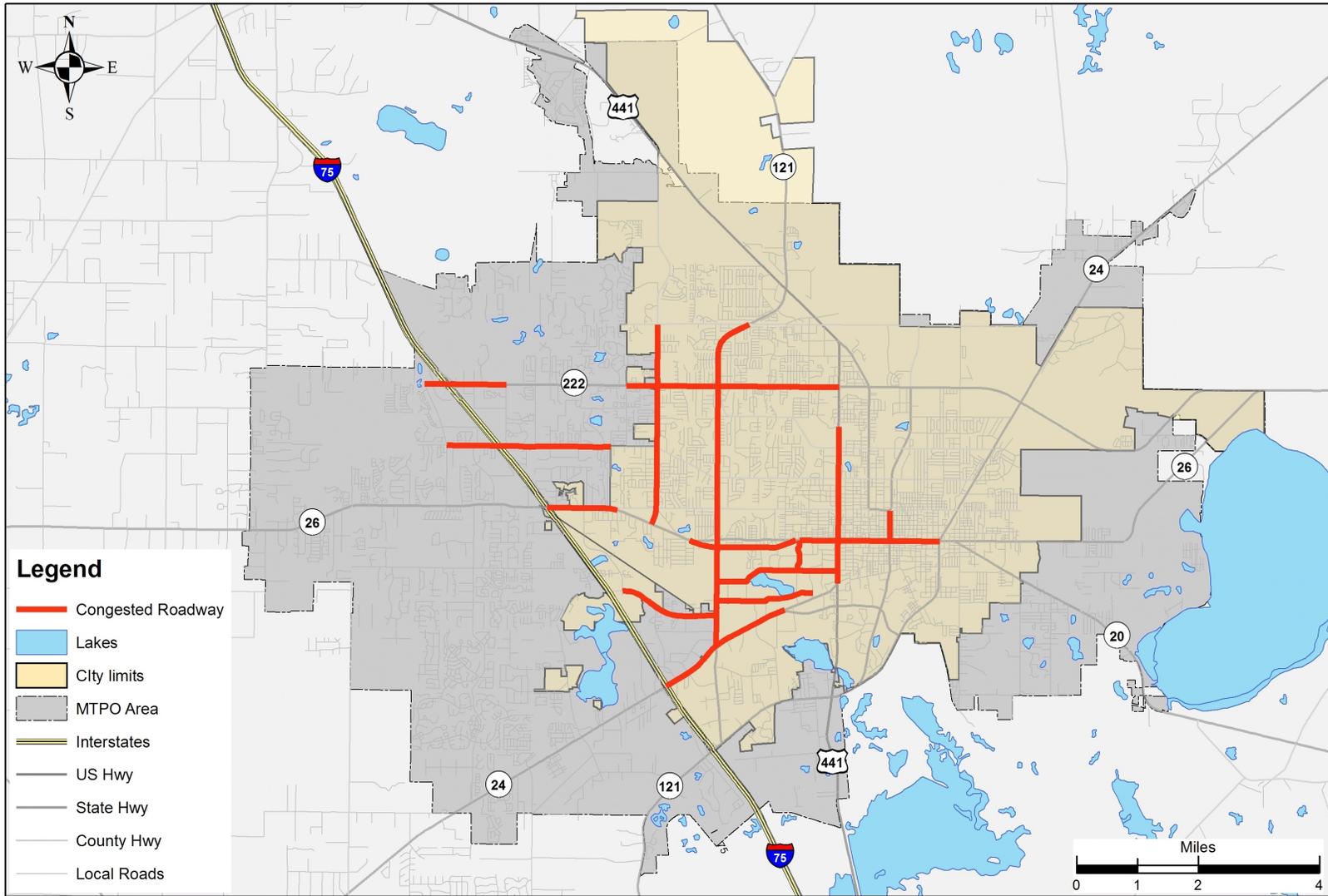
**City of Gainesville
Transportation Concurrency Exception Areas**

Date: Sept 24, 2007
Created By: U Garfield
Sources: NCFRPC, FGDL, Alachua County
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**North
Central
Florida
Regional
Planning
Council**

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Date: Sept 24, 2007
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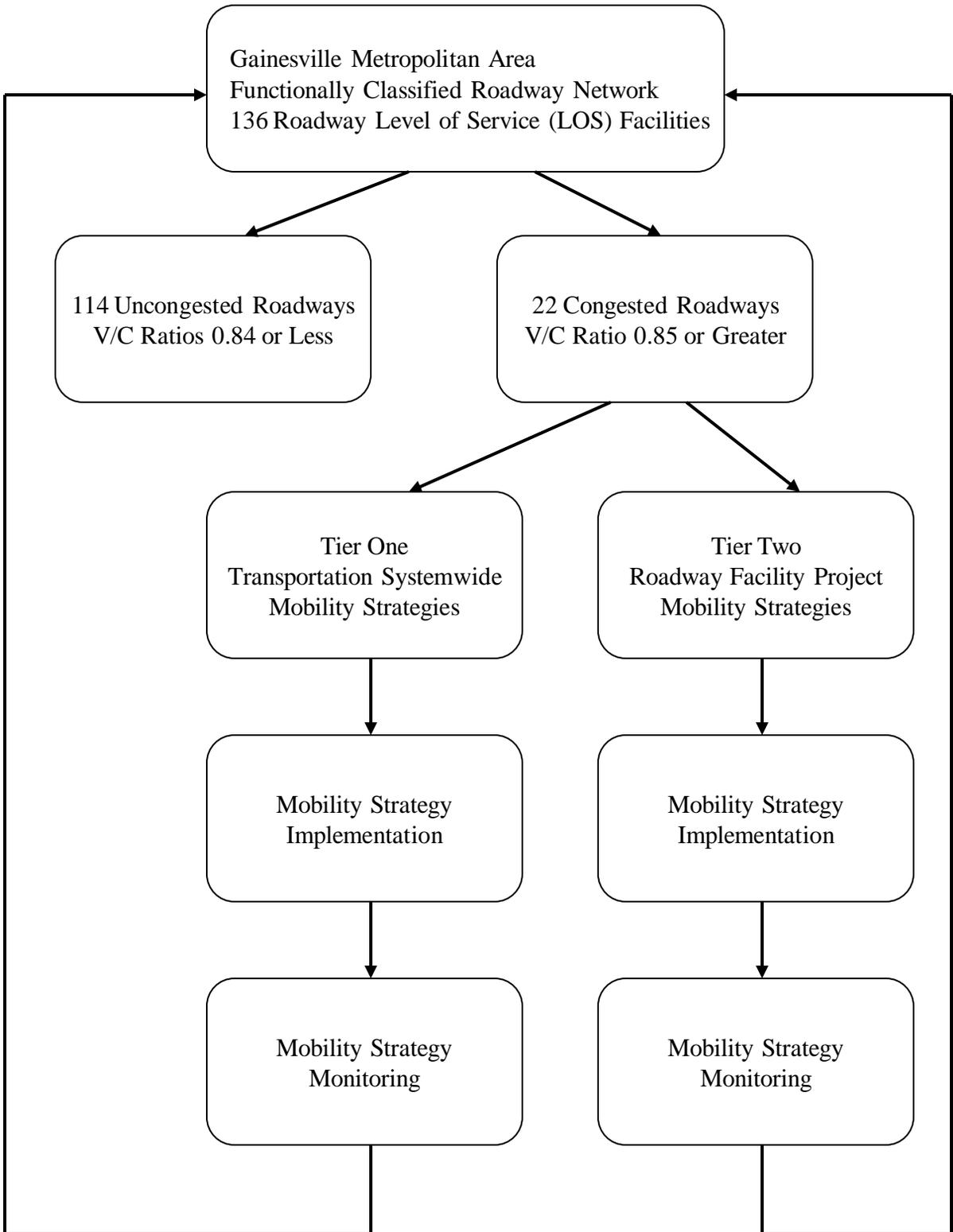
Gainesville Metropolitan Area Congested Roadways



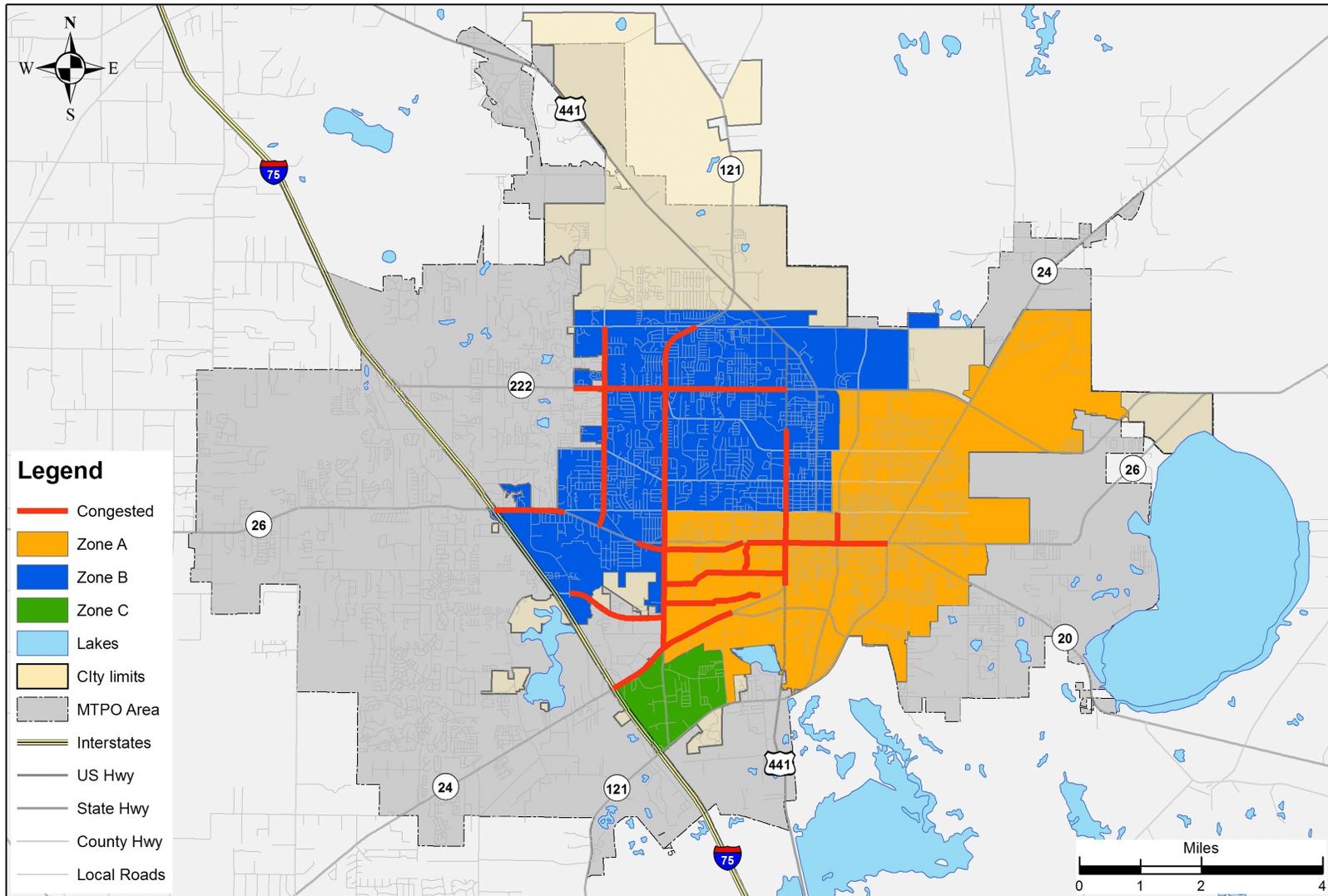
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ILLUSTRATION VI

MOBILITY PLAN METHODOLOGY



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**City of Gainesville
 Transportation Concurrency Exception Area
 Congested Roadways**

Date: Sept 24, 2007
 Created By: U Garfield
 Sources: NCFRPC, FGDL, Alachua County
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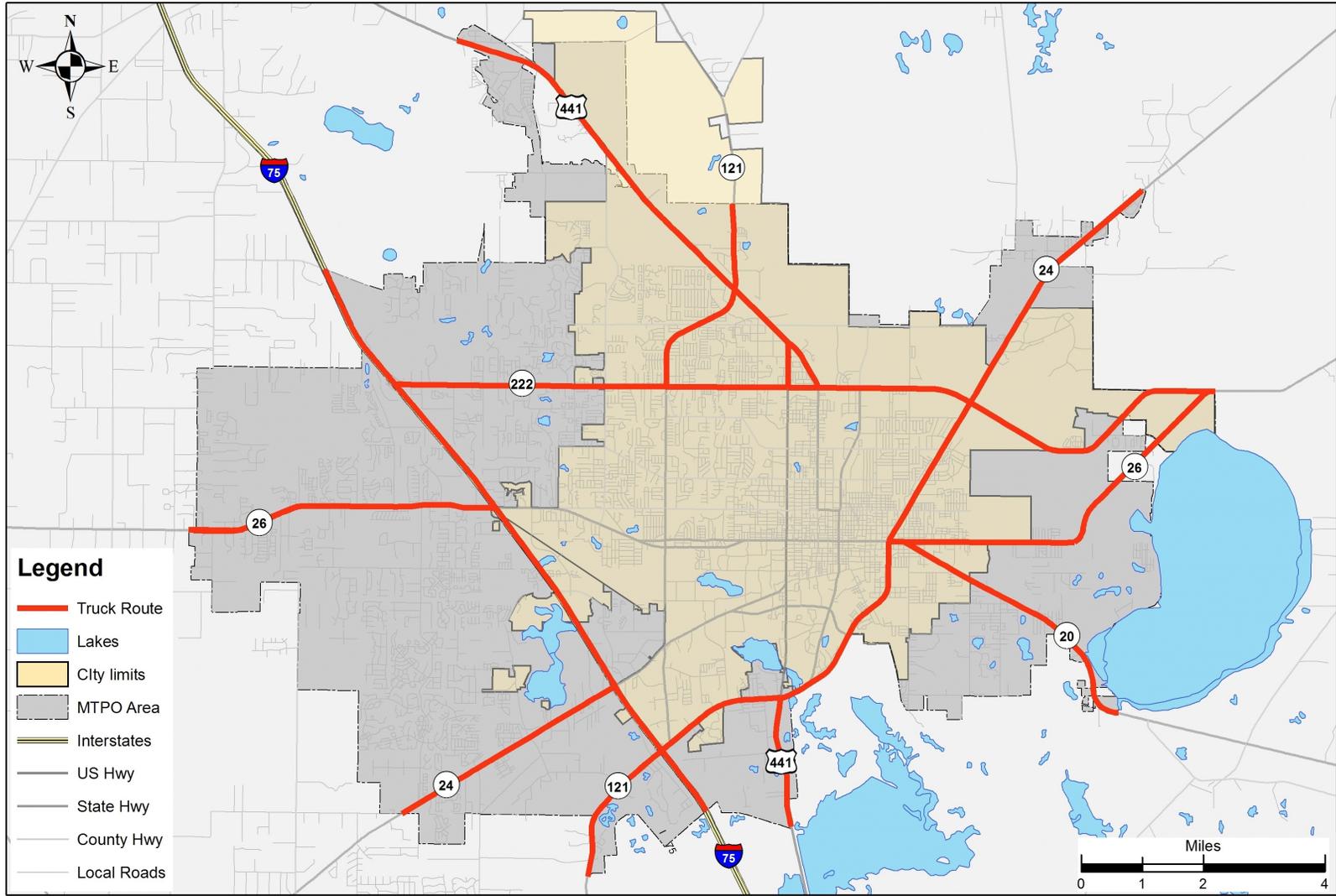


ILLUSTRATION VIII

Truck Route System

Date: Sept 24, 2007
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Sources: NCFRPC, FGDL, Alachua County
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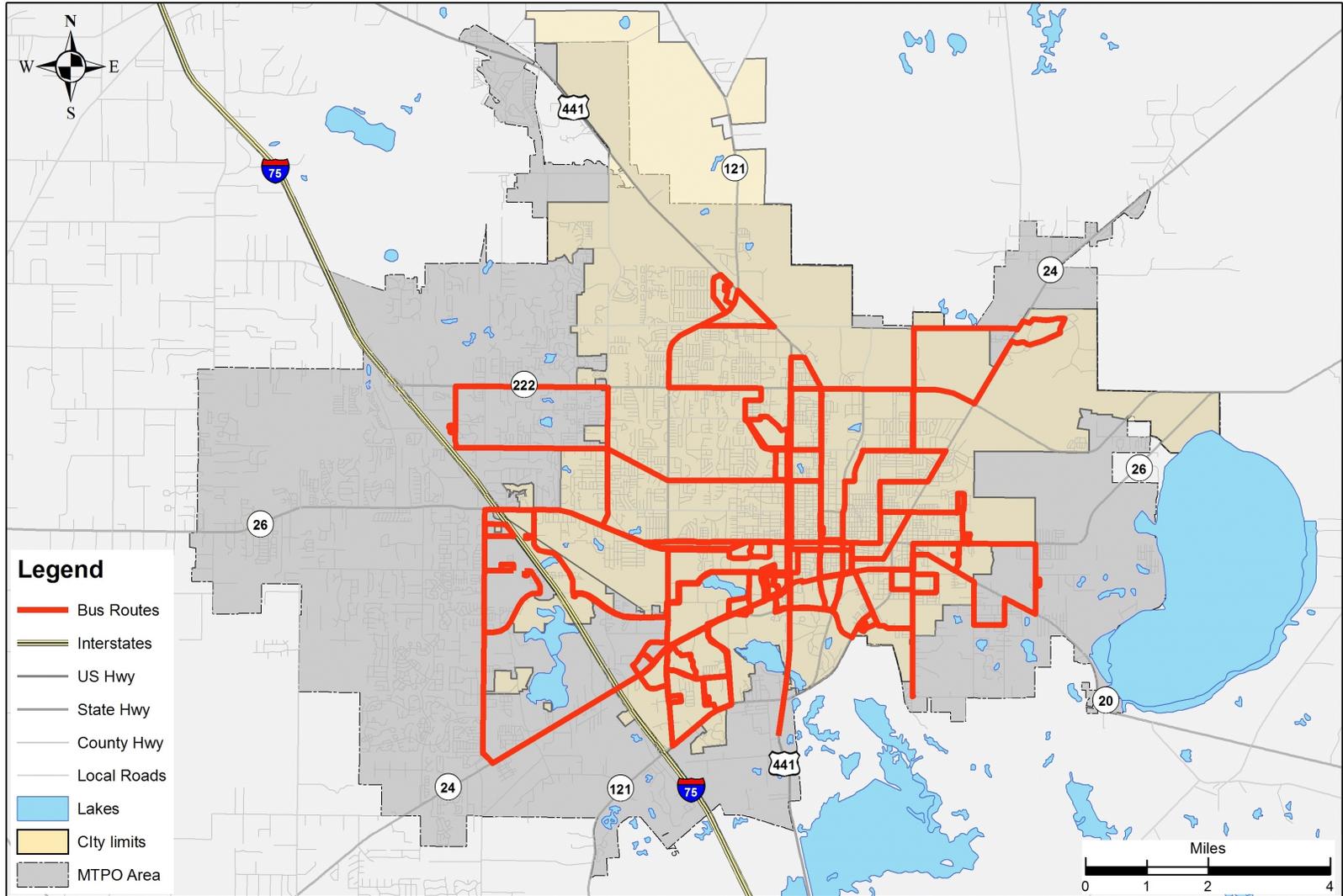


ILLUSTRATION IX

Date: Sept 24, 2007
Created By: U Garfield
Sources: NCFRPC, FGDL, Alachua County
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Regional Transit System Main Bus Routes



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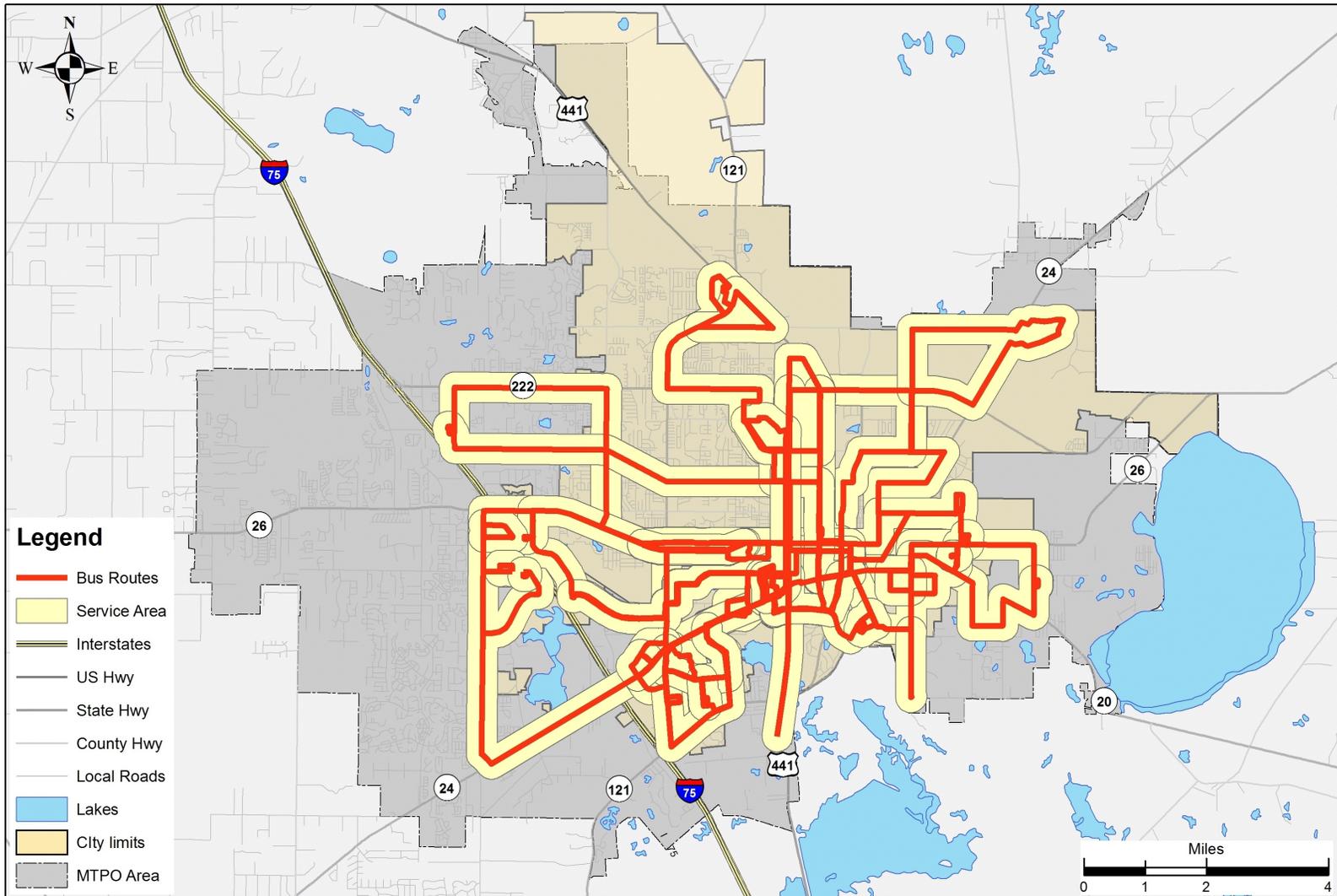


ILLUSTRATION X

Regional Transit System Main Bus Service Area

Date: Sept 24, 2007
 Created By: U. Garfield
 Sources: NCFRPC, FGDL, Alachua County
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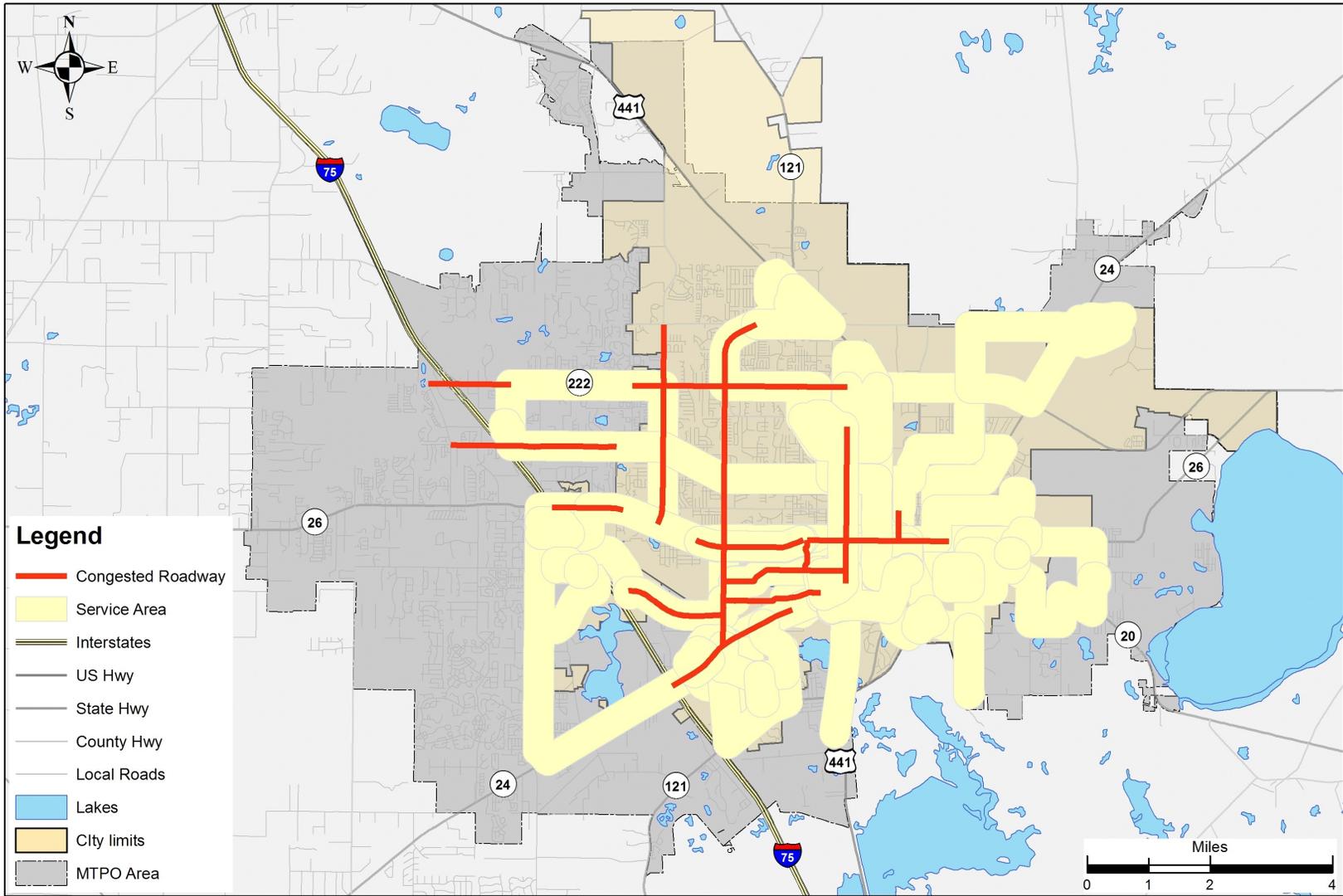


ILLUSTRATION XI

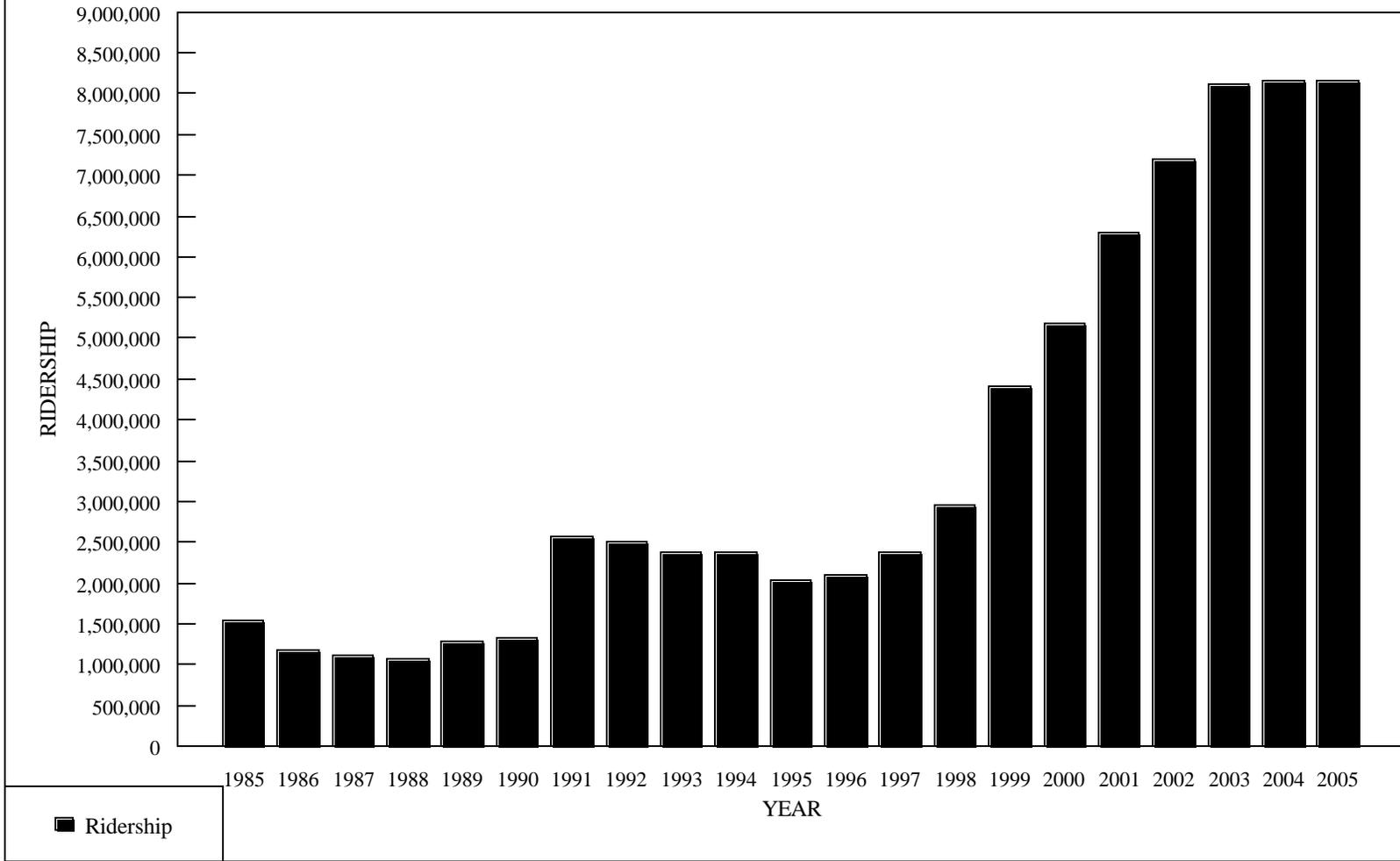
**Regional Transit System Main Bus Service Area
and Congested Roadways**

Date: Sept 24, 2007
 Created By: U Garfield
 Sources: NCFRPC, FGDL, Alachua County
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**ILLUSTRATION XII
RTS FIXED ROUTE RIDERSHIP 1985-2005**



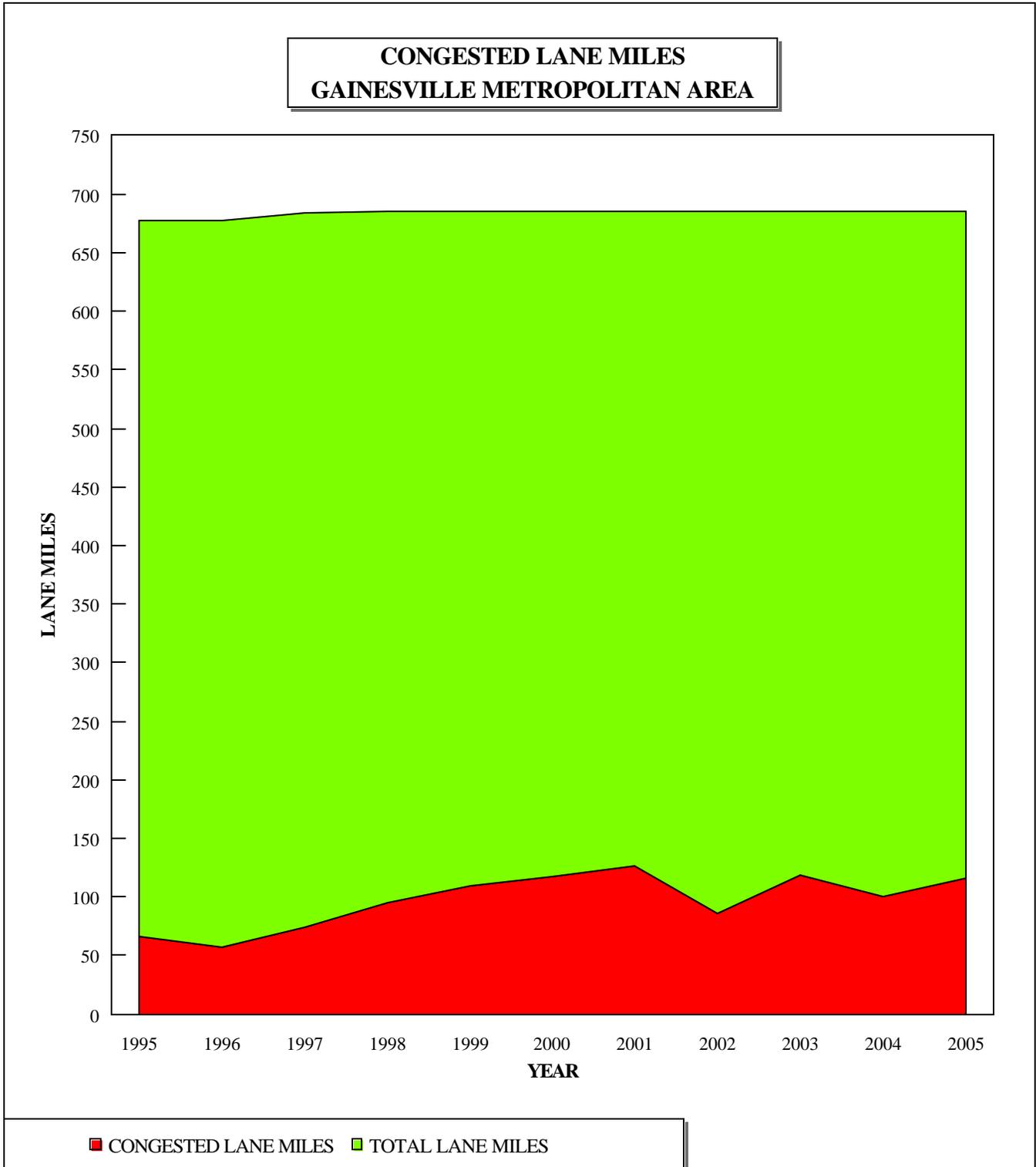
Source: Regional Transit System

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Note: Pre 1991 ridership does not include intracampus route ridership counts.

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ILLUSTRATION XIII
CONGESTED LANE MILES
1995 - 2005

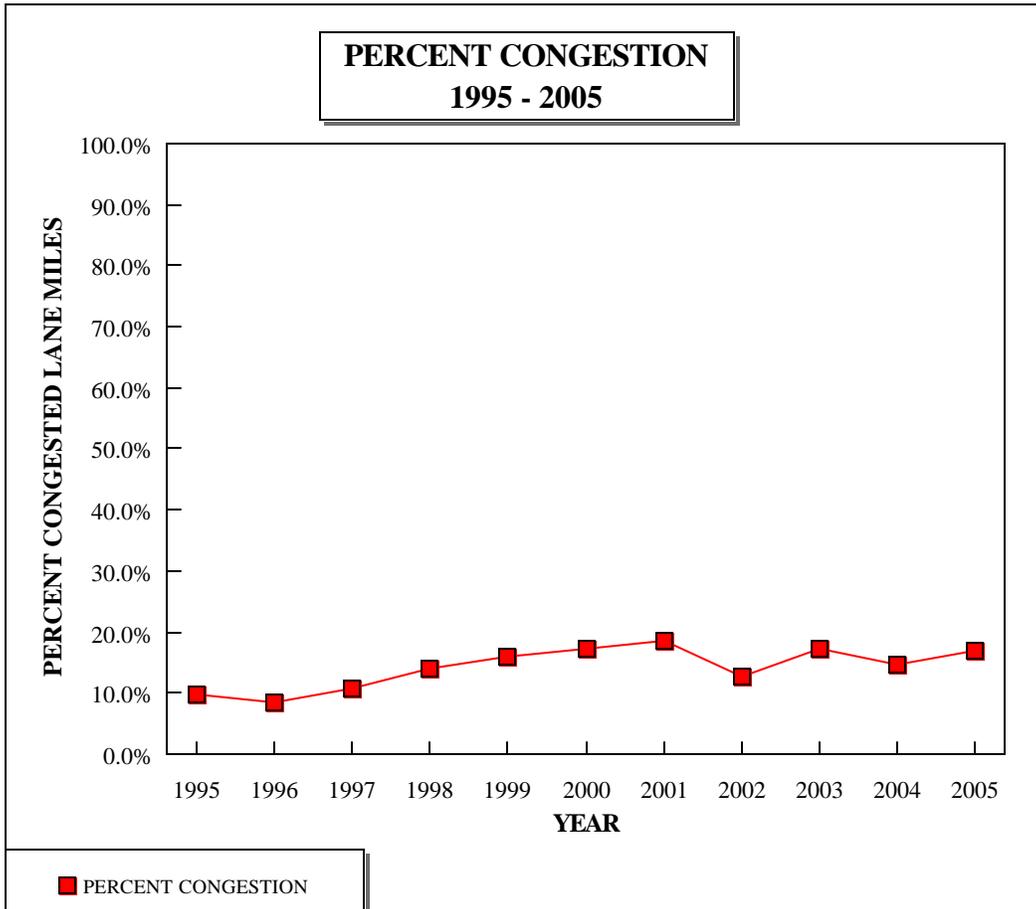


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ILLUSTRATION XIV
PERCENT CONGESTED LANE MILES
1995-2005

YEAR	PERCENT CONGESTION
1995	9.8%
1996	8.4%
1997	10.8%
1998	13.9%
1999	15.9%
2000	17.2%
2001	18.6%
2002	12.6%
2003	17.3%
2004	14.7%
2005	16.9%

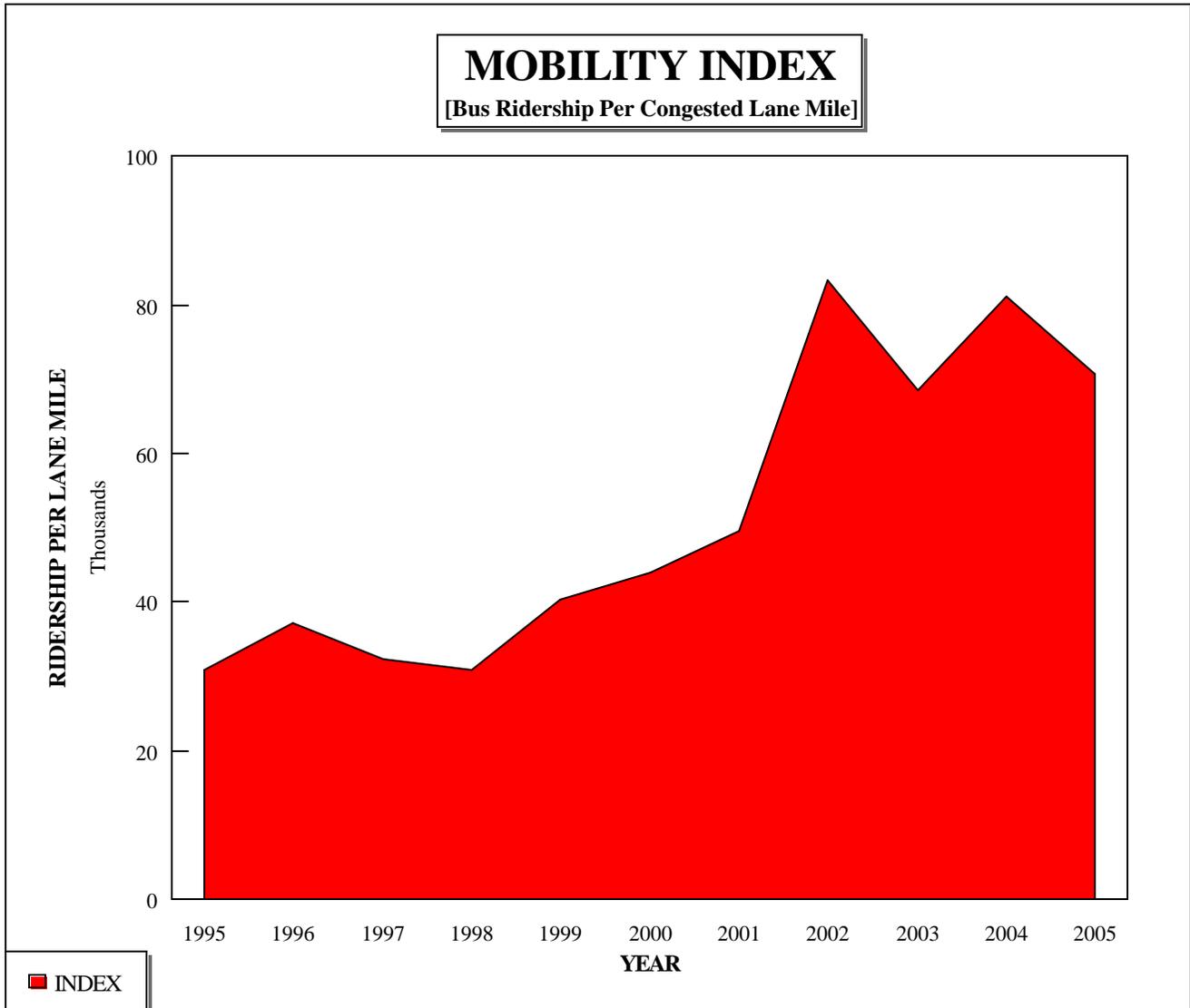


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ILLUSTRATION XV

MOBILITY INDEX



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NOTE: Congestion is defined as 85 percent or more of the maximum service volume for roadway facilities.

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APPENDIX B

GLOSSARY

The following definitions are used to indicate strategies that should be appropriately considered according to the Management and Monitoring Systems; Final Rule, Section 500.109(c)(4) of the Federal Register dated Thursday, December 19, 1996.

1. access management techniques- the practice of managing the location, number and spacing of connections, median openings and traffic signals on the highway system.
2. addition of general purpose lanes- the construction of new travel lanes on the highway system that is available for use by all vehicles.
3. advanced public transportation system technology- the application of advanced technologies to improve the efficiency and effectiveness of transit. "Smart cards" for fare payment, automated telephone information systems to distribute transit information and automatic vehicle location systems for transit buses are all examples of APTS.
4. allocating more greentime to the congested corridor- congestion reduction technique to allow above-normal flow of vehicular traffic during periods or at locations of higher traffic volumes.
5. alternative work hours- allows employees to shift their work start and end times (and thus travel times) to less congested times of the day.
6. bicycle commuter showers and lockers - employer based- a strategy to encourage bicycle commuting which is implemented by an employer to reduce the number of single occupant vehicle trips generated to a given location. the employer provides shower and locker facilities for the use of bicycle commuters.
7. bicycle level of service measures- bicycle level of service measures are categorized according to the degree to which a roadway safely and comfortably accommodates bicyclists of various skill levels. Note: These level of service (LOS) measures are not to be confused with adopted LOS standards in local government comprehensive plans.
8. bicycle loop detectors- the provision of loop detectors that are sensitive enough to detect bicyclists. These detectors are typically needed most in side streets that have a high volume of bicycle use and low volume of motor vehicle use.
9. bicycle storage facilities- bicycle parking racks or lockers which provide safe and secure storage for bicycles.
10. bicyclist support groups- employer-based support group which encourages bicycle commuting through the distribution of information, apprentice-like ride partners, and encouragement of increased bicycle commuter facilities such as showers and lockers. Program examples include Buddy-Bicyclist Programs which match experienced bicycle commuters with novice bicycle commuters using similar software and data-bases as carpool matching services.
11. bicycle user groups- bicyclists have been categorized as Group A, B, and C, with groups B and C often combined into one category due to the similarities in their preferred facilities. These groupings of bicyclists are defined in Selecting Roadway Design Treatments to Accommodate Bicycles by William C. Wilkerson as:

- a. Group A - Advanced Adult Bicyclists: experienced riders who can operate under most traffic conditions, they comprise only about 5% of all bicyclists, but they are the majority of the current users of collector and arterial streets and are best served by the following:
 - (1) Direct access to destinations usually via the existing street and highway system;
 - (2) The opportunity to operate at maximum speed with minimum delays; and
 - (3) Sufficient operating space on the roadway or shoulder to reduce the need for either the bicyclist or the motor vehicle operator to change position when passing.

- b. Group B - Basic Bicyclists: These are casual or new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles. Some will develop greater skills and progress to the advanced level, but there will always be many basic bicyclists. They prefer:
 - (1) Comfortable access to destinations, preferable by a direct route; either low-speed, low traffic-volume streets or designated bicycle facilities; and
 - (2) Well-defined separation of bicycles and motor vehicles on arterial and collector streets (bike lanes or shoulders), or on separate bike paths.

- c. Group C - Children: Pre-teen riders whose roadway use is initially monitored by parents, eventually they are accorded independent access to the system. They and their parents prefer the following:
 - (a) Access to key destinations surrounding residential areas, including schools, recreation facilities, shopping, or other residential areas;
 - (b) Residential streets with low motor vehicle speed limits and volumes; and
 - (c) Well-defined separation of bicycles and motor vehicles on arterial and collector streets, or on separate bike paths.

- 12. bike on transit program- programs, policies, or special facilities that allow bicyclists to travel with their bicycles on transit.

- 13. bus bays- short pull-off lanes separate from through lanes to allow for access/egress from transit vehicles so as to not inhibit through traffic.

- 14. bus bypass ramps- the designation of an entrance ramp to a limited access roadway facility or HOV facility for the express use of transit vehicles thus providing priority/exclusive access or bypass of mixed traffic queues.

- 15. bus shelters to encourage intermodal use- the provision of bus shelters at strategic locations, with bicycle parking facilities, to encourage bicyclists and pedestrians to use transit.

- 16. bus transfer facility- a designated area where: multiple bus routes converge, covered shelters and benches are provided, and bus route information is posted.

- 17. carpooling- a voluntary arrangement for ride-sharing among a group of persons usually with conveniently similar origins and destinations.

- 18. changing lane widths- alteration of lane width for the accommodation of multimodal traffic or for affecting the speed of traffic.

19. channelization- improvements at intersections to eliminate unnecessary conflicts and to provide safe and efficient traffic flow patterns, such as installing curbed islands or marking the pavement. The most common type of channelization involves the separation of right turning vehicles from the through traffic stream, so that a right turn may be made without the delay imposed by the intersection traffic signal or stop sign.
20. computerized signal systems (signal progression)- linking traffic signals to a computer network in order to enhance the progressive movement of traffic along specific travel routes throughout an urban network.
21. congestion pricing- the imposition of fees, in differential rates varying by time of day and location depending on the level of congestion, on road users in congested zones or traveling on congested roads.
22. employer parking cash out- the employer gives employees eligible for discount parking the choice of taking subsidized parking or taking the parking subsidy in cash.
23. exclusive rights-of-way- provision of special lanes for high occupancy vehicles to bypass congested points, such as toll plazas.
24. express bus service- a transit service that has no stops or very few stops between origin and destination that usually moves people from outlying parking facilities to a central business district or major activity center.
25. fare reductions- decreasing the cost transit fares in order to increase transit ridership.
26. guaranteed ride home program- a program that guarantees a ride home from the workplace to people who use transit or ride-share. transportation management associations, employers, developers, or other parties can administer a guaranteed ride home program. rides home are usually given via bus, car, van, or taxi.
27. growth management and activity center strategies- increasing population and employment densities in order to increase the efficiency of transit services and to encourage more trips to be made by bicycle and walking.
28. high occupancy vehicle (HOV) lanes- special travel lanes restricted to carpools, vanpools and transit to bypass congested sections of roadway, thereby decreasing their travel time and making those modes of travel more attractive to the public.
29. highway level of service measures- qualitative descriptions of operational conditions within the highway traffic stream as perceived by motorists and/or passengers. See 1994 Highway Capacity Manual Special Report 209, page 1-3, for further descriptions of highway levels of service. Note: These level of service (LOS) measures are not to be confused with adopted LOS standards in local government comprehensive plans.
30. HOV ramp bypass lanes- special freeway access ramps that are restricted to use by carpools, vanpools and transit.
31. incident management- unscheduled and untimely events on freeways and highways that occur which results in the reduction or prevention of normal traffic movement.
32. instreet bicycle facilities- a facility on which bicycle traffic shares the road with motor vehicles. examples include bike lanes, wide curb lanes and paved shoulders. (Year 2020 Long Range Transportation Plan Update Bicycle/Pedestrian Element).
33. intelligent transportation system (ITS)- the application of advanced electronics and communications technologies to transportation systems.
34. intersection or midblock widening (additional turn or through lanes)- adding turn lanes so that turning vehicles are properly separated from through vehicles.

35. illuminated blank-out message signs: no right turn on red- an illuminated sign which prohibits vehicular right-turn on red movements and can be programmed for activation during specific hours. the illuminated sign has been shown to have the highest level of motorist compliance of any turn prohibition treatments and can be very useful in school zones, central business districts and other high pedestrian volume areas.
36. limiting accommodation of heavy vehicles- control access either spatially and/or time constraint of heavy vehicles, such as semi-tractor trailers, to enhance flow of traffic.
37. limiting accommodation of left turning vehicles in the offpeak direction- control access either spatially and/or time constraint, such as during peak periods, of all vehicles to enhance flow of traffic.
38. midblock median crossings- pedestrian crossing facility located at midblock which has raised median refuge.
39. motorist information systems- a method of delivering information about current traffic conditions to drivers. Motorist Information Systems can use a wide range of media to deliver the information - variable message signs, highway advisory radio, output to private traffic information brokers such as Metro Traffic Control, telephone call-in system, even home computers.
40. offstreet bicycle facilities- areas used by bicycles which are physically separated from motorized vehicular traffic by an open space, a barrier, or are their own right-of-way. (Year 2020 Long Range Transportation Plan Update Bicycle/Pedestrian Element).
41. one-way pairs- the use of adjacent parallel streets as one-way streets with opposite direction vehicular flow to increase the capacity of the existing corridor without additional lanes.
42. paratransit services- public transportation services outside the conventional fixed-route, fixed-schedule systems. These services are usually provided to low-density areas and/or special transportation disadvantaged people, such as low-income, elderly and handicapped persons.
43. park and ride and mode change facilities- an arrangement that allows transit riders to use parking facilities adjacent to a transit station or bus stop.
44. parking management- strategies that regulate either the supply of parking or the demand for parking through pricing.
45. pavement management/maintenance program- a program of routine inspection and maintenance of in-street bicycle facilities which increases bicycle accessibility along roadways by eliminating debris, potholes, vegetative encroachment and other surface hazards.
46. pedestrian access to transit facilities- the provision of adequate sidewalks to bus stops, benches and bus shelters to encourage pedestrians to use transit.
47. pedestrian amenities- providing special facilities along the corridor to encourage walking, such as adequate lighting, benches and shade trees.
48. pedestrian crossings - at grade- at-grade access facilities which create greater separation, visibility, or refuge for pedestrians crossing a roadway and/or decrease the overall crossing distance. These facilities may include raised medians and refuge islands, painted, textured or tabled crosswalks, motorist warning devices and other such treatments at intersections or midblock locations.
49. pedestrian crossings - grade-separated- grade-separated access for nonmotorized traffic to cross a roadway on a separate facility such as an overpass or underpass.

50. pedestrian level of service (LOS) categories- categories which are defined based upon a combination of pedestrian safety features and the level of auto-oriented development characteristics along a corridor. The LOS measures the degree to which pedestrians are encouraged to use the corridor based upon the provision of safety and comfort features. The measure may also reflect the level of Americans with Disability Act (ADA) compliance within a corridor. Note: These level of service (LOS) categories are not to be confused with adopted LOS standards in local government comprehensive plans.
51. pedestrian malls/auto reduced zones- areas that separate pedestrians and vehicles in order to increase the safety of pedestrians and improve the attractiveness of walking.
52. pedestrian signalization at signalized intersections- special facilities at signalized intersections to assist pedestrians cross busy intersections typically including pedestrian signal heads and push buttons which may be enhanced with infrared sensors and pedestrian buttons that light up when pushed.
53. raised medians- above grade-roadway dividers to safely separate opposing flows of vehicular traffic which can also provide refuge for pedestrian traffic.
54. ramp metering- using pre-timed or traffic-actuated ramp signals to only allow vehicles to enter the traffic stream of freeways only when acceptable gaps exist.
55. removal of pedestrian barriers- the elimination of impediments which restrict pedestrian movement or decrease the useable pedestrian space to less than five foot clearance. Such impediments may include signal poles, nonramped curbs, ill-placed street furniture, etc.
56. reversible lanes- the use of peak flow responsive allocation of laneage in a corridor, where traffic signalization designates the direction of vehicular flow the lanes within the corridor are to accommodate to increase the capacity of the existing corridor without additional lanes.
57. sidewalks with ramps- constructing sidewalks with ramps in accordance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG).
58. telecommuting- an arrangement where employees work at a location other than the conventional office, which results in the employee having fewer and shorter commute trips. employees typically keep in touch with the central office by telephone, facsimile, and computer.
59. traffic control centers- a place from which various aspects of a traffic network - traffic signal timings, ramp meters, etc. - are controlled. Usually, the center has access to information gathered by traffic surveillance, so that the traffic components are controlled in response to current traffic conditions. See Traffic Surveillance and Control System.
60. traffic signal preemption- the installation of optically or electronically actuated detectors in selected traffic signals. These detectors will respond to a bus signal and preempt the regular timing to allow buses to pass through without stopping for a red light.
61. traffic signal type- represents the degree to which a traffic signal's cycle length and phasing are preset or actuated. Signal types used are pre-timed (preset repetitive sequence of phases with constant cycle length), semi-actuated (major street remains green unless actuation by vehicle detector on minor street) and actuated (all streets have vehicle detectors and maximum phase times).
62. traffic surveillance and control systems- a system which gathers information through a variety of media - loop detectors, surveillance cameras, surveillance by airplane, motorist call-in, etc. - and controls various aspects of the traffic network in response to current traffic conditions.
63. transit information systems- A method of delivering information regarding transit schedules to potential passengers, usually via an interactive media such as telephone or home computer. When transit information systems can inform passengers when the bus will actually arrive, as opposed to when it is scheduled to arrive.

64. transit level of service- qualitative descriptions of transit operational conditions within the traffic stream as perceived by motorists and/or passengers. Note: These level of service (LOS) measures are not to be confused with adopted LOS standards in local government comprehensive plans.
65. transit service enhancement or expansion- providing additional transit services or improving existing ones.
66. transportation demand management (TDM) - improvements to the transportation system related to transportation planning, alternative modes of transportation, restrictions on automobile or other vehicle use, and land use planning considerations.
67. transportation systems management (TSM) - improvements to the transportation system related to traditional traffic engineering techniques, such as improved traffic signalization or turn lanes.
68. trip reduction ordinance- a government mandate which requires that traffic congestion be reduced in certain areas through implementation of a series of strategies which are devised and implemented by a certain group or individual (usually a major employer or developer of a large business) and which are aimed at reducing the number of single occupant vehicle trips generated to and from a given location. These strategies may include, but are not limited to the following: bicyclist support groups, carpool/vanpool, bicycle parking, showers, and lockers. (adapted from the Commute Alternatives Systems Handbook, CUTR, 1992).
69. vanpooling- an arrangement normally organized by corporations, agencies or institutions for ride-sharing among employees.

APPENDIX C

MOBILITY PLAN REQUIREMENTS

FEDERAL REQUIREMENTS

§§450.320 Metropolitan transportation planning process: Relation to management systems.

- a. Within all metropolitan areas, congestion, public transportation, and intermodal management systems, to the extent appropriate, shall be part of the metropolitan transportation planning process required under the provisions of 23 U.S.C. 134 and 49 U.S.C. 5303-5305.
- b. In TMAs designated as nonattainment for ozone or carbon monoxide, Federal funds may not be programmed for any project that will result in a significant increase in carrying capacity for single occupant vehicles (a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks) unless the project results from a congestion management system (CMS) meeting the requirements of 23 CFR part 500. Such projects shall incorporate all reasonably available strategies to manage the SOV facility effectively (or to facilitate its management in the future). Other travel demand reduction and operational management strategies, as appropriate for the corridor, but not appropriate for incorporation into the SOV facility itself, shall be committed to by the State and the MPO for implementation in a timely manner, but no later than the completion date for the SOV project. Projects that had advanced beyond the NEPA stage prior to April 6, 1992, and which are actively advancing to implementation, e.g., right-of-way acquisition has been approved, shall be deemed programmed and not subject to this provision.
- c. In TMAs, the planning process must include the development of a CMS that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies and meets the requirements of 23 CFR part 500.
- d. The effectiveness of the management systems in enhancing transportation investment decisions and improving the overall efficiency of the metropolitan area's transportation systems and facilities shall be evaluated periodically, preferably as part of the metropolitan planning process.

§§ 500.109 Congestion Management System.

- (a) For purposes of this part, congestion means the level at which transportation system performance is unacceptable due to excessive travel times and delays. Congestion management means the application of strategies to improve system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods in a region. A congestion management system or process is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system operations and performance and assesses alternative strategies for congestion management that meet State and local needs.

- (b) The development of a congestion management system or process should result in performance measures and strategies that can be integrated into transportation plans and programs. The level of system performance deemed acceptable by State and local officials may vary by type of transportation facility, geographic location (metropolitan area or subarea and/or non-metropolitan area), and/or time of day. In both metropolitan and non-metropolitan areas, consideration needs to be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, and improve transportation system management and operations. Where the addition of general purpose lanes is determined to be an appropriate congestion management strategy, explicit consideration is to be given to the incorporation of appropriate features into the SOV project to facilitate future demand management strategies and operational improvements that will maintain the functional integrity of those lanes.

SAFETEA-LU Requirements

Congestion Management Process- the transportation planning process shall address congestion management through a process that provides for effective management and operation

Management and Operations- LRTPs shall contain operational and management strategies to improve the performance of existing transportation facilities

STATE REQUIREMENTS

Chapter 339.177 Transportation Management Programs

- (1) the Department of Transportation shall, in cooperation with metropolitan planning organizations and other affected governmental entities, develop and implement separate and distinct system for managing each of the following program areas:
 - (a) Highway pavement;
 - (b) Bridges;
 - (c) Highway safety;
 - (d) Traffic congestion;
 - (e) Public transportation facilities and equipment; and
 - (f) Intermodal transportation facilities and equipment.
- (2) Each metropolitan planning organization within the state must develop and implement a traffic congestion management system. The development of the state traffic congestion management system pursuant to subsection (1) shall be coordinated with metropolitan planning organizations so that the state system is reflective of the individual systems developed by the metropolitan planning organizations.
- (3) The management systems required by this section should be developed and implemented so as to provide information needed to make informed decisions regarding the proper allocation of transportation resources. Each system must use appropriate data gathered at the state or local level to define problems , identify needs, analyze alternatives, and measure effectiveness.

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APPENDIX D

FLORIDA DEPARTMENT OF TRANSPORTATION

GENERALIZED TABLES

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**TABLE 4 - 1
GENERALIZED ANNUAL AVERAGE DAILY VOLUMES FOR FLORIDA'S
URBANIZED AREAS***

UNINTERRUPTED FLOW HIGHWAYS						FREEWAYS																																																																							
<p align="center">Level of Service</p> <table border="1"> <thead> <tr> <th>Lanes Divided</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2 Undivided</td> <td>2,200</td> <td>7,600</td> <td>15,000</td> <td>21,300</td> <td>27,100</td> </tr> <tr> <td>4 Divided</td> <td>20,400</td> <td>33,000</td> <td>47,800</td> <td>61,800</td> <td>70,200</td> </tr> <tr> <td>6 Divided</td> <td>30,500</td> <td>49,500</td> <td>71,600</td> <td>92,700</td> <td>105,400</td> </tr> </tbody> </table>						Lanes Divided	A	B	C	D	E	2 Undivided	2,200	7,600	15,000	21,300	27,100	4 Divided	20,400	33,000	47,800	61,800	70,200	6 Divided	30,500	49,500	71,600	92,700	105,400	<p align="center">Interchange spacing ≥ 2 mi apart</p> <table border="1"> <thead> <tr> <th>Lanes</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>4</td> <td>23,800</td> <td>39,600</td> <td>55,200</td> <td>67,100</td> <td>74,600</td> </tr> <tr> <td>6</td> <td>36,900</td> <td>61,100</td> <td>85,300</td> <td>103,600</td> <td>115,300</td> </tr> <tr> <td>8</td> <td>49,900</td> <td>82,700</td> <td>115,300</td> <td>140,200</td> <td>156,000</td> </tr> <tr> <td>10</td> <td>63,000</td> <td>104,200</td> <td>145,500</td> <td>176,900</td> <td>196,400</td> </tr> <tr> <td>12</td> <td>75,900</td> <td>125,800</td> <td>175,500</td> <td>213,500</td> <td>237,100</td> </tr> </tbody> </table>						Lanes	A	B	C	D	E	4	23,800	39,600	55,200	67,100	74,600	6	36,900	61,100	85,300	103,600	115,300	8	49,900	82,700	115,300	140,200	156,000	10	63,000	104,200	145,500	176,900	196,400	12	75,900	125,800	175,500	213,500	237,100						
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TABLE 4 - 2

GENERALIZED ANNUAL AVERAGE DAILY VOLUMES FOR FLORIDA'S
AREAS TRANSITIONING INTO URBANIZED AREAS OR
AREAS OVER 5,000 NOT IN URBANIZED AREAS*

UNINTERRUPTED FLOW HIGHWAYS						FREEWAYS					
Level of Service						Level of Service					
Lanes Divided	A	B	C	D	E	Lanes	A	B	C	D	E
2 Undivided	2,400	8,000	14,900	21,100	26,700	4	23,500	38,700	52,500	62,200	69,100
4 Divided	18,600	30,200	43,600	56,500	64,200	6	36,400	59,800	81,100	96,000	106,700
6 Divided	27,900	45,200	65,500	84,700	96,200	8	49,100	80,900	109,600	129,800	144,400
						10	61,800	101,800	138,400	163,800	182,000
STATE TWO-WAY ARTERIALS						BICYCLE MODE					
Class I (>0 00 to 1 99 signalized intersections per mile)						(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes)					
Level of Service						Level of Service					
Lanes Divided	A	B	C	D	E	Paved Shoulder/ Bicycle Lane Coverage	A	B	C	D	E
2 Undivided	**	4,000	13,100	15,500	16,300	0-49%	**	1,900	3,300	13,600	>13,600
4 Divided	4,600	27,900	32,800	34,200	***	50-84%	**	2,500	4,000	>4,000	***
6 Divided	6,900	42,800	49,300	51,400	***	85-100%	3,200	7,100	>7,100	***	***
Class II (2 00 to 4 50 signalized intersections per mile)						PEDESTRIAN MODE					
Class III (more than 4 5 signalized intersections per mile)						(Note: Level of service for the pedestrian mode in this table is based on roadway geometric at 40 mph posted speed and traffic conditions, not number of pedestrians using the facility) (Multiply motorized vehicle volumes shown by number of directional roadway lanes to determine two-way maximum service volumes)					
Level of Service						Level of Service					
Lanes Divided	A	B	C	D	E	% Sidewalk Coverage	A	B	C	D	E
2 Undivided	**	**	5,000	11,800	14,600	0-49%	**	**	**	6,300	15,400
4 Divided	**	**	11,700	27,200	30,800	50-84%	**	**	**	9,800	18,800
6 Divided	**	**	18,400	42,100	46,300	85-100%	**	2,200	11,200	>11,200	***
NON-STATE ROADWAYS						ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS					
Major City/County Roadways						(alter corresponding volume by the indicated percent)					
Level of Service						Level of Service					
Lanes Divided	A	B	C	D	E	Lanes	Median	Left Turn Lanes	Adjustment Factors		
2 Undivided	**	**	7,000	13,600	14,600	2	Divided	Yes	+5%		
4 Divided	**	**	16,400	29,300	30,900	2	Undivided	No	-20%		
6 Divided	**	**	25,700	44,100	46,400	Multi	Undivided	Yes	-5%		
Other Signalized Roadways (signalized intersection analysis)						Multi	Undivided	No	-25%		
Level of Service						ONE-WAY FACILITIES					
Lanes Divided	A	B	C	D	E	Multiply the corresponding two-directional volumes in this table by 0 6					
2 Undivided	**	**	4,400	9,400	12,000						
4 Divided	**	**	10,300	20,200	24,000						
Source: Florida Department of Transportation Systems Planning Office 605 Suwannee Street, MS 19 Tallahassee, FL 32399-0450 http://www.dot.state.fl.us/planning/systems/sm/los/default.htm											
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TABLE 4 - 4
GENERALIZED PEAK HOUR TWO-WAY VOLUMES FOR FLORIDA'S
URBANIZED AREAS*

UNINTERRUPTED FLOW HIGHWAYS						FREEWAYS					
Level of Service						Interchange spacing ≥ 2 mi apart					
Lanes Divided	A	B	C	D	E	Lanes	A	B	C	D	E
2 Undivided	210	730	1,450	2,060	2,620	4	2,310	3,840	5,350	6,510	7,240
4 Divided	1,940	3,140	4,540	5,870	6,670	6	3,580	5,930	8,270	10,050	11,180
6 Divided	2,900	4,700	6,800	8,810	10,010	8	4,840	8,020	11,180	13,600	15,130
STATE TWO-WAY ARTERIALS						Level of Service					
Class I (>0.00 to 1.99 signalized intersections per mile)						Interchange spacing < 2 mi apart					
Lanes Divided	A	B	C	D	E	Lanes	A	B	C	D	E
2 Undivided	**	400	1,310	1,560	1,610	4	2,050	3,350	4,840	6,250	7,110
4 Divided	460	2,780	3,300	3,390	***	6	3,240	5,250	7,600	9,840	11,180
6 Divided	700	4,240	4,950	5,080	***	8	4,420	7,160	10,360	13,420	15,240
8 Divided	890	5,510	6,280	6,440	***	10	5,600	9,070	13,130	16,980	19,310
Class II (2.00 to 4.50 signalized intersections per mile)						Level of Service					
Lanes Divided	A	B	C	D	E	12	6,780	10,980	15,890	20,560	23,360
2 Undivided	**	180	1,070	1,460	1,550	BICYCLE MODE					
4 Divided	**	390	2,470	3,110	3,270	(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
6 Divided	**	620	3,830	4,680	4,920	Paved Shoulder					
8 Divided	**	800	5,060	6,060	6,360	Bicycle Lane Coverage					
Class III (more than 4.5 signalized intersections per mile and not within primary city central business district of an urbanized area over 750,000)						Level of Service					
Lanes Divided	A	B	C	D	E	0-49%	**	**	310	1,310	>1,310
2 Undivided	**	**	500	1,200	1,470	50-84%	**	240	390	>390	***
4 Divided	**	**	1,180	2,750	3,120	85-100%	300	680	>680	***	***
6 Divided	**	**	1,850	4,240	4,690	PEDESTRIAN MODE					
8 Divided	**	**	2,450	5,580	6,060	(Note: Level of service for the pedestrian mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of pedestrians using the facility) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Class IV (more than 4.5 signalized intersections per mile and within primary city central business district of an urbanized area over 750,000)						Level of Service					
Lanes Divided	A	B	C	D	E	Sidewalk Coverage	A	B	C	D	E
2 Undivided	**	**	490	1,310	1,420	0-49%	**	**	**	600	1,480
4 Divided	**	**	1,170	2,880	3,010	50-84%	**	**	**	940	1,800
6 Divided	**	**	1,810	4,350	4,520	85-100%	**	210	1,080	>1,080	***
8 Divided	**	**	2,460	5,690	5,910	BUS MODE (Scheduled Fixed Route)					
NON-STATE ROADWAYS						(Buses per hour)					
Major City/County Roadways						(Note: Buses per hour shown are only for the peak hour in the single direction of higher traffic flow)					
Lanes Divided	A	B	C	D	E	Sidewalk Coverage	A	B	C	D	E
2 Undivided	**	**	870	1,390	1,480	0-84%	**	>5	≥4	≥3	≥2
4 Divided	**	**	2,030	2,950	3,120	85-100%	>6	>4	≥3	≥2	≥1
6 Divided	**	**	3,170	4,450	4,690	ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS					
Other Signalized Roadways (signalized intersection analysis)						(alter corresponding volume by the indicated percent)					
Lanes Divided	A	B	C	D	E	Lanes	Median	Left Turns	Lanes	Adjustment Factors	
2 Undivided	**	**	450	950	1,200	2	Divided	Yes		+5%	
4 Divided	**	**	1,050	2,070	2,400	2	Undivided	No		-20%	
Source: Florida Department of Transportation Systems Planning Office 605 Suwannee Street, MS 19 Tallahassee, FL 32399-0450 http://www.dot.state.fl.us/planning/systems/sm/los/default.htm						Multi	Undivided	Yes		-5%	
						Multi	Undivided	No		-25%	
						ONE-WAY FACILITIES					
						Multiply the corresponding two-directional volumes in this table by 0.6					

*Values shown are presented as hourly two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as peak hour two-way volumes, they actually represent peak hour peak direction conditions with an applicable D factor applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

***Not applicable for that level of service letter grade. For automobile/truck modes, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.

TABLE 4 - 5
GENERALIZED PEAK HOUR TWO-WAY VOLUMES FOR FLORIDA'S
AREAS TRANSITIONING INTO URBANIZED AREAS OR
AREAS OVER 5,000 NOT IN URBANIZED AREAS*

UNINTERRUPTED FLOW HIGHWAYS						FREEWAYS																																									
						Level of Service																																									
Lanes Divided		A	B	C	D	E	Lanes	A	B	C	D	E																																			
2 Undivided		230	770	1,440	2,040	2,580	4	2,350	3,870	5,250	6,220	6,910																																			
4 Divided		1,790	2,900	4,190	5,420	6,160	6	3,640	5,980	8,110	9,600	10,670																																			
6 Divided		2,680	4,340	6,280	8,130	9,240	8	4,910	8,090	10,960	12,980	14,440																																			
							10	6,180	10,180	13,840	16,380	18,200																																			
STATE TWO-WAY ARTERIALS						BICYCLE MODE																																									
Class I (>0.00 to 1.99 signalized intersections per mile)						<p>(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="6" style="text-align: center;">Paved Shoulder Bicycle Lane</th> </tr> <tr> <th colspan="6" style="text-align: center;">Coverage</th> </tr> <tr> <th></th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>0-49%</td> <td>**</td> <td>180</td> <td>310</td> <td>1,310</td> <td>>1,310</td> </tr> <tr> <td>50-84%</td> <td>**</td> <td>240</td> <td>390</td> <td>>390</td> <td>***</td> </tr> <tr> <td>85-100%</td> <td>310</td> <td>680</td> <td>>680</td> <td>***</td> <td>***</td> </tr> </tbody> </table>						Paved Shoulder Bicycle Lane						Coverage							A	B	C	D	E	0-49%	**	180	310	1,310	>1,310	50-84%	**	240	390	>390	***	85-100%	310	680	>680	***	***
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Lanes Divided		A	B	C	D	E	Lanes	Median	Left Turn Lanes	Adjustment Factors																																					
2 Undivided		**	**	430	900	1,150	2	Divided	Yes	+5%																																					
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TABLE 4 - 7
GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES FOR FLORIDA'S
URBANIZED AREAS*

UNINTERRUPTED FLOW HIGHWAYS						FREEWAYS																																																																							
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TABLE 4 - 8
**GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES FOR FLORIDA'S
 AREAS TRANSITIONING INTO URBANIZED AREAS OR
 AREAS OVER 5,000 NOT IN URBANIZED AREAS***

UNINTERRUPTED FLOW HIGHWAYS						FREEWAYS																																									
		Level of Service							Level of Service																																						
Lanes	Divided	A	B	C	D	E	Lanes		A	B	C	D	E																																		
1	Undivided	120	420	790	1,120	1,410	2		1,290	2,130	2,890	3,420	3,800																																		
2	Divided	980	1,590	2,300	2,980	3,390	3		2,000	3,290	4,460	5,280	5,870																																		
3	Divided	1,470	2,390	3,460	4,470	5,080	4		2,700	4,450	6,030	7,140	7,940																																		
							5		3,400	5,600	7,610	9,010	10,010																																		
STATE TWO-WAY ARTERIALS						BICYCLE MODE																																									
Class I (>0.00 to 1.99 signalized intersections per mile)						<p>(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine maximum service volumes)</p>																																									
		Level of Service																																													
Lanes	Divided	A	B	C	D							E																																			
1	Undivided	**	210	690	820	860	<p>Paved Shoulder/ Bicycle Lane</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2"></th> <th colspan="5" style="text-align: center;">Level of Service</th> </tr> <tr> <th>Coverage</th> <th></th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>0-49%</td> <td>**</td> <td>100</td> <td>170</td> <td>720</td> <td>>720</td> <td>>720</td> </tr> <tr> <td>50-84%</td> <td>**</td> <td>130</td> <td>210</td> <td>>210</td> <td>***</td> <td>***</td> </tr> <tr> <td>85-100%</td> <td>**</td> <td>170</td> <td>380</td> <td>>380</td> <td>***</td> <td>***</td> </tr> </tbody> </table>								Level of Service					Coverage		A	B	C	D	E	0-49%	**	100	170	720	>720	>720	50-84%	**	130	210	>210	***	***	85-100%	**	170	380	>380	***	***
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2	Divided	240	1,470	1,730	1,810	***																																									
3	Divided	370	2,260	2,600	2,710	***																																									
Class II (2.00 to 4.50 signalized intersections per mile)						<p>PEDESTRIAN MODE</p> <p>(Note: Level of service for the pedestrian mode in this table is based on roadway geometric at 40 mph posted speed and traffic conditions, not number of pedestrians using the facility) (Multiply motorized vehicle volumes shown by number of directional roadway lanes to determine maximum service volumes)</p>																																									
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Lanes	Divided	A	B	C	D							E																																			
1	Undivided	**	**	560	760	810	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2"></th> <th colspan="5" style="text-align: center;">Level of Service</th> </tr> <tr> <th>Sidewalk Coverage</th> <th></th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>0-49%</td> <td>**</td> <td>**</td> <td>**</td> <td>**</td> <td>330</td> <td>810</td> </tr> <tr> <td>50-84%</td> <td>**</td> <td>**</td> <td>**</td> <td>**</td> <td>520</td> <td>990</td> </tr> <tr> <td>85-100%</td> <td>**</td> <td>120</td> <td>590</td> <td>>590</td> <td>***</td> <td>***</td> </tr> </tbody> </table>								Level of Service					Sidewalk Coverage		A	B	C	D	E	0-49%	**	**	**	**	330	810	50-84%	**	**	**	**	520	990	85-100%	**	120	590	>590	***	***
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2	Divided	**	**	540	1,070	1,270																																									

APPENDIX E

ALACHUA COUNTY COMPREHENSIVE PLAN TRANSPORTATION MOBILITY ELEMENT MULTIMODAL TRANSPORTATION DISTRICT

OBJECTIVE 1.3 Multimodal Transportation Districts

To promote innovative solutions to transportation concurrency through the use of Multimodal Transportation Districts (MMTD) designed to give priority to pedestrians and connections to transit, including strategies and standards to implement specific transportation concurrency management plans.

Policy 1.3.1 Areas may be identified on the Future Land Use Map through the Comprehensive Plan Amendment process as overlay zones with the Multimodal Transportation District (MMTD) designation in accordance with F.S. 163.3180, incorporating a complementary mix and range of land uses including educational, recreational, and cultural, of a density and intensity appropriate to support transit within walking distance. An area that may be considered for this designation through a comprehensive plan amendment is the 20th Avenue Charrette area shown in Appendix B.

Policy 1.3.2 Alachua County shall adopt connectivity index standards in the Unified Land Development Code for designated MMTDs for the purpose of ensuring adequate internal connections as well as connections to adjacent and nearby uses. The connectivity standards shall address connectivity for bicycles, pedestrians, and vehicles.

Policy 1.3.3 Within the MMTD existing and new development shall be designed, to the maximum extent practicable, to be connected by roadways, bikeways, and pedestrian systems that encourage travel between developments and neighborhoods without requiring use of the major thoroughfare system.

Policy 1.3.4 Alachua County shall adopt in the land development regulations typical cross-sections and traffic calming features for all roadway types within the MMTD.

Policy 1.3.5 New development, or redevelopment within the MMTD shall incorporate stubouts of the existing transportation systems to adjacent abutting land with development or redevelopment potential. Provisions for future connections should be made in all directions whether the facilities are public or private, except where abutting land is undevelopable.

Policy 1.3.6 The County shall ensure that new development or redevelopment within the MMTD aligns its transportation systems with the stubouts provided by adjacent developments.

Policy 1.3.7 Within the MMTD, development or redevelopment shall be designed to:

- a. Orient pedestrian access to transit centers and existing and planned transit routes;
- b. Provide pedestrian accessibility to building entrances and walkways from the street, rather than separating the building from the street by parking;
- c. Clearly delineate routes for pedestrians and bicycles through any parking areas to accommodate safe and convenient pedestrian and bicycle circulation; and
- d. Provide sidewalk connections from the development to any existing or planned public sidewalk along the property frontage, or an existing or planned pedestrian connection to recreation or education facilities.

Policy 1.3.8 Alachua County shall conduct area studies to determine the additional needed transportation modifications within the MMTD for all transportation modes. The listed of financially feasible projects for the MMTD contained in the CIE shall be included upon completion of the study. Projects needed for the MMTD shall be included in the Capital Improvements Program upon adoption of the MMTD.

Policy 1.3.9 Within the MMTD, TND development proposals designed to enhance pedestrian modes with connections to transit, and that meet all of the following criteria, shall be excepted from roadway concurrency requirements:

- a. transit-supportive with a complementary mixed-use pattern forming neighborhood centers;
- b. a size that is defined by an easy walking distance from the edge to the center, typically 1/4 mile;
- c. contain a range of uses and density and intensity of uses organized along a transitional gradient suitable to the site and surrounding land uses;
- d. provides for a system of streets, alleys and sidewalks, with setback/build-to lines established to ensure that buildings front on sidewalks and are oriented to the street;
- e. sidewalks, street trees, landscaping, street furniture, entryway features, signage and lighting are required and used to strengthen the identity of the TND neighborhood;
- f. when adjacent to a land use of a significantly lower intensity or density, a buffer that may be vegetated open space or a transitional use, may be required;
- g. a minimum of 20% of the land area is devoted to landscaping and open space, inclusive of a system of public greens or squares located within 1/4 mile of residences, and gathering space throughout the neighborhoods;
- h. a discernable neighborhood center creating a community focal point capable of serving multiple neighborhood needs;

- i. Special sites are reserved for civic buildings. Civic buildings and public space, where appropriate, placed and oriented to terminate vistas, and provide a focal point in the TND B sites designed to provide for social, cultural, and/or religious activities;
- j. a continuous interconnected network of narrow streets, including a pedestrian and bicycle circulation system, designed to calm traffic speeds and encourage walking and bicycling throughout the development, provide connectivity, and functionally and physically integrate the various uses within and beyond the neighborhood;
- k. street design standards address pavement and right-of-way widths, turning radii, on-street parking, and other design criteria for roads, alleys and lanes. Standards shall promote walkability, ensure pedestrian safety, and allow for emergency access;
- l. parking and loading functions located and designed to respect, and reinforce, the pedestrian orientation of the neighborhood through on-street parking, and parking placed behind or on the side of buildings; and
- m. provides a Neighborhood Center at an identifiable central location, including the main transit station, and designed consistent with Future Land Use Element Objective 1.6.

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APPENDIX F

CITY OF GAINESVILLE COMPREHENSIVE PLAN CONCURRENCY MANAGEMENT ELEMENT GOALS, OBJECTIVES AND POLICIES

Goal 1- Establish a transportation concurrency exception area, which promotes and enhances:

- a. urban redevelopment;
- b. infill development;
- c. a variety of transportation choices and opportunities including automotive, pedestrian, bicycle and transit;
- d. the City's economic viability;
- e. desirable urban design and form;
- f. a mix of residential and non-residential uses;
- g. streetscaping/landscaping of roadways within the city; and,
- h. pedestrian and bicyclist comfort, safety and convenience.

Objective 1.1- The City establishes the Gainesville Transportation Concurrency Exception Area (TCEA) with sub-areas designated Zone A, B, and C as shown in Map 1. The TCEA is further described in the Legal Description shown in Exhibits A, B, C, and D.

Policy 1.1.1- All land uses and development located within the Gainesville Transportation Concurrency Exception Area (TCEA), except for Developments of Regional Impact (DRI), shall be excepted from transportation concurrency for roadway level of service standards. An existing Development of Regional Impact may qualify for a roadway level of service transportation concurrency exception for redevelopment or additions to the DRI providing all the requirements in Policy 1.1.11 are met. Developments outside of the TCEA that impact roadways within the TCEA shall be required to meet transportation concurrency standards.

Policy 1.1.2- Transportation concurrency exceptions granted within the TCEA shall not relieve development from meeting the policy requirements set within this element to address transportation needs within the TCEA, except as delineated within this element.

Policy 1.1.3- In order to promote redevelopment and infill in the eastern portion of the city and the area near the University of Florida, Zone A is hereby established as a sub-area of the TCEA. Except as shown in Policy 1.1.4, funding for multi-modal transportation modifications and needs in Zone A shall be provided, to the maximum extent feasible, by the City, Community Redevelopment Agency, federal or state governments, and other outside sources such as grant funds. Transportation modifications, which are required due to traffic safety and/or operating conditions and are unrelated to transportation concurrency shall be provided by the developer.

Policy 1.1.4- Within Zone A, development or redevelopment shall provide the following:

- a. Sidewalk connections from the development to existing and planned public sidewalk along the development frontage.
- b. Cross-access connections/easements or joint driveways, where available and economically feasible.
- c. Deeding of land or conveyance of required easements along the property frontage to the City, as needed, for the construction of public sidewalks, bus turn-out facilities and/or bus shelters. Such deeding or conveyance of required easements, or a portion of same, shall not be required if it would render the property unusable for development. A Transit Facility License Agreement (executed by the property owner and the City) for the placement of a bus shelter and related facilities on private property may be used in lieu of deeding or conveyance of easements if agreeable to the City. The License term shall be for a minimum of 10 years.
- d. Closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly wide curb cuts at the development site, as defined in the Access Management portion of the Land Development Code.
- e. Provide safe and convenient on-site pedestrian circulation such as sidewalks and crosswalks connecting buildings and parking areas at the development site. Transportation modifications which are required due to traffic safety and/or operating conditions and which are unrelated to transportation concurrency shall be provided by the developer.

Policy 1.1.5- Within Zone B or C, new development or redevelopment shall provide all of the items listed in Policy 1.1.4 a. through e. and meet required policy standards, as specified in Policy 1.1.6 or 1.1.7 (as relevant to the Zone) to address transportation needs within the TCEA. Transportation modifications which are required due to traffic safety and/or operating conditions and which are unrelated to transportation concurrency shall be provided by the developer and any such items provided shall not count towards meeting required standards in Policy 1.1.6 or 1.1.7 (whichever is relevant to the Zone).

Policy 1.1.6- Within Zone B, development or redevelopment shall be required to meet the following development standards, provided at developer expense, based on the development’s (including all phases) trip generation and proportional impact on roadway facilities. The developer may sign a development agreement or contract with the City of Gainesville for the provision of these standards. The choice of standards shall be subject to the final approval of the City during the plan approval process. The standards chosen shall relate to the particular site and transportation conditions where the development is located. The developer may choose to provide one or more standards off-site with the City’s approval. In recognition of the varying costs associated with the standards, the City shall have the discretion to count some individual standards, based on cost estimates provided by the developer and verified by the City, as meeting two or more standards.

Net, new average daily trip generation	Number of standards which must be met
Less than 50	At least one standard
50 to less than 100	At least two standards
100 to 400	At least three standards
400 to 999	At least five standards
Greater than 1,000 trips but less than 5,000 trips	At least eight standards
Greater than 5,000 trips	At least 12 standards and meet a. or b. below: a. Be on an existing transit route b. Provide funding for a new transit route.

- a. Intersection and/or signalization modifications to improve level of service and safety and address congestion management. This may include, but is not limited to: signal timing studies, fiber optic inter-connection for traffic signals, roundabouts, OPTICOM signal preemption, and/or implementation of elements of the Gainesville Traffic Signalization Master Plan Update. Implementation of the Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.
- b. Addition of dedicated turn lanes into and out of the development.
- c. Construction of bus shelters built to City specifications or bus shelter lighting using solar technology designed and constructed to City specifications.
- d. Construction of bus turn-out facilities.
- e. Provision of bus pass programs provided to residents and/or employees of the development. The bus passes must be negotiated as part of a contract with the Regional Transit System.
- f. Payments to the Regional Transit System, which either increase, service frequency or add additional bus service.

- g. Construction of public sidewalks where they are not currently existing. Sidewalk construction required to meet the Land Development Code requirements along property frontages shall not count as meeting TCEA standards.
- h. Widening of existing public sidewalks to increase pedestrian mobility and safety.
- i. Deeding of land for the addition and construction of bicycle lanes, or construction of bicycle lanes to City specifications.
- j. Provision of ride sharing or van pooling programs.
- k. Use of joint driveways or cross-access to reduce curb cuts.
- l. Provision of park and ride facilities.
- m. Funding of streetscaping/landscaping (including pedestrian-scale lighting, where relevant) on public right-of-ways or medians, as coordinated with the implementation of the City's streetscaping plans.
- n. Business operations that can be proved to have limited or no peak hour roadway impact.
- o. Provision of shading through awnings or canopies over public sidewalk areas to promote pedestrian traffic and provide protection from the weather so that walking is encouraged. The awning or canopy shall provide pedestrian shading for a significant length of the public sidewalk in front of the proposed or existing building.
- p. Provision of additional bicycle parking over the minimum required by the Land Development Code. Additional bicycle parking may be used to substitute for the required motorized vehicle parking.
- q. In order to increase the attractiveness of the streetscape and reduce visual clutter along roadways, which promotes a more walkable environment, provision of no ground-mounted signage at the site for parcels with 100 linear feet or less of property frontage. Or, removal of non-conforming signage or billboards at the site. Signage must meet all other regulations in the Land Development Code.
- r. Enhancements to the City's greenway system (as shown in the Transportation Mobility Map Series) which increase its utility as a multi-modal transportation route. Such enhancements may include, but not be limited to: 1) trail amenities such as benches, directional signage, or safety systems; 2) bicycle parking at entry points or connecting with transit lines; 3) land acquisition for expansion or better connectivity of the greenway system; 4) additional entry points to the greenway system; 5) bridges spanning creeks or wetland areas; and/or, 6) appropriate trail surfacing.

- s. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.
- t. Clustering of and design of the development for maximum density, or maximum FAR, at the site which preserves open space, reduces the need for development of vacant lands, enhances multi-modal opportunities and provides transit-oriented densities or intensities.
- u. Construction of new road facilities which provide alternate routes to reduce congestion.
- v. Addition of lanes on existing road facilities, where acceptable to the City and/or MTPO, as relevant.
- w. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.

Policy 1.1.7- Within Zone C, development or redevelopment shall be required to meet the following development standards, provided at developer expense, based on the development’s (including all phases) trip generation and proportional impact on roadway facilities. The developer may sign an agreement with the City of Gainesville for the provision of these standards. The choice of standards shall be subject to the final approval of the City during the plan approval process. The standards chosen shall relate to the particular transportation conditions and priorities in Zone C or adjacent areas. In recognition of the varying costs associated with the standards, the City shall have the discretion to count some individual standards, based on cost estimates provided by the developer and verified by the City, as meeting two or more standards.

Net, new average daily trip generation	Number of standards which must be met
Less than 50	At least one standard
50 to less than 100	At least 3 standards
100 to 400	At least 4.5 standards
400 to 999	At least 7.5 standards
Greater than 1,000 trips but less than 5,000 trips	At least 12 standards
Greater than 5,000 trips	At least 18 standards and meet a. or b. below: a. Be on an existing transit route b. Provide funding for a new transit route.

- a. Roadway projects to: provide a more interconnected transportation network in the area, provide alternate routes to reduce congestion, and reduce pressure on arterials. These projects include, but are not limited to the following projects, and may include projects outside the limits of the TCEA that can be demonstrated to be a direct benefit to the transportation system in the area of the TCEA:

1. extension of SW 40th Boulevard to connect from its terminus south of Archer Road to SW 47th Avenue;
2. extension of SW 47th Avenue to connect from its terminus east and south to Williston Road; and,
3. in areas where redevelopment occurs: extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity; and
4. extension of SW 40th Place from SW 27th Street to SW 47th Avenue.

Developers may deed land for right of way and/or construct roadway extensions to City specifications. Prior to the donation of the right of way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this standard. In the event the parties cannot agree as to the value of the land, the developer may submit an appraisal acceptable to the City for purposes of establishing value, subject to review by the City.

- b. Intersection and/or signalization modifications to improve level of service and safety and address congestion management. This may include, but is not limited to: signal timing studies, fiber optic inter-connection for traffic signals, roundabouts, OPTICOM signal preemption, and/or implementation of elements of the Gainesville Traffic Signalization Master Plan Update. Implementation of the Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.
- c. Construction of bus shelters built to City specifications.
- d. Bus shelter lighting using solar technology to City specifications.
- e. Construction of bus turn-out facilities to City specifications.
- f. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or transit hubs or deeding of land for the addition and construction of bicycle lanes or trails.
- g. Payments to the Regional Transit System, which either increase service frequency or add additional bus service.
- h. Construction of public sidewalks where they are not currently existing or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TCEA standards. The priority for sidewalk construction shall be:
 1. along SW 35th Place east from SW 34th Street to SW 23rd Street;

2. along SW 37th Boulevard/SW 39th Boulevard (north side) south from Archer Road to SW 34th Street;
 3. along SW 27th Street from SW 35th Place to Williston Road for pedestrian/transit connectivity; and,
 4. along the west side of SW 32nd Terrace from SW 35th Place to the terminus of the University Towne Centre sidewalk system (at the property line).
- i. Use of joint driveways or cross-access connections to reduce curb cuts.
 - j. Funding of streetscaping/landscaping on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.
 - k. Pedestrian-scale lighting in priority areas including:
 1. SW 35th Place;
 2. SW 37th/39th Blvd.;
 3. SW 23rd Terrace; and,
 4. Williston Road.
 - l. Business operations that can be proven to have limited or no peak hour roadway impact.
 - m. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
 - n. Provision of matching funds for transit or other transportation mobility-related grants.
 - o. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.
 - p. An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.

Policy 1.1.8- The City establishes the following priority for projects in Zone C and shall work with the Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list of priorities. The City shall also pursue matching grants and other funding sources to complete these projects. For developments east of SW 34th Street in Zone C the priority shall be:

1. Construction of an off-street pedestrian path on one side of SW 35th Place from SW 34th Street to SW 23rd Terrace.
2. A roundabout at SW 23rd Terrace and SW 35th Place.

For developments west of SW 34th Street in Zone C the priority shall be:

1. Construction of a southerly extension of SW 40th Boulevard from its current end south of its intersection with Archer Road to the intersection of SW 47th Avenue. This roadway connection shall include bicycle and pedestrian facilities.

Policy 1.1.9- Redevelopment or expansions of existing developments, which generate fewer than ten net, new average daily trips or two net, new p.m. peak hour trips (based on adjacent street traffic), shall not be required to meet Policies 1.1.4, 1.1.5, 1.1.6, or 1.1.7

Policy 1.1.10- Within Zone B or C, in order to encourage redevelopment and desirable urban design and form, developments meeting standards such as neo-traditional, new urbanist, or mixed-use development which includes a mix of both residential and non-residential uses at transit oriented densities shall be provided credits, in relation to the multi-modal amenities provided, toward meeting the standards in Policy 1.1.6 or 1.1.7, as relevant.

Policy 1.1.11- An existing DRI, approved and built prior to the adoption of the TCEA, may be granted a roadway level of service transportation concurrency exception for redevelopment or expansion if all of the following requirements are met. All other Chapter 380 F.S. DRI requirements, except those concerning transportation concurrency within the TCEA, shall continue to apply.

- a. The DRI is wholly located within the TCEA.
- b. At least one public transit route serves the DRI and operates at 15 minute frequencies during the peak a.m. and p.m. hours of the adjacent street traffic.
- c. The DRI allows transit service to enter the site and drop off/pick up passengers as close as possible to main entry points to facilitate transit user comfort and safety. An appropriate number of bus shelters, as determined by the Regional Transit Service (RTS) during development review, shall be located at the site. The DRI shall construct required shelters to RTS specifications.
- d. The DRI provides a Park and Ride facility at the site.
- e. Cross-access connections or easements shall be provided to adjacent developments/sites.
- f. Any other transportation modifications (either on- or off-site), including, but not limited to, signalization, turn lanes, cross walks, bicycle parking, public sidewalks and internal sidewalk connections, and/or traffic calming measures, found to be required during development review shall be provided or paid for by the DRI. The City may require a traffic study to determine the transportation impacts and required transportation modifications depending upon the size of the expansion.

Policy 1.1.12- In order to promote highly desirable development within the TCEA, the City or Community Redevelopment Agency may enter into agreements with developers to provide all or part of the transportation needs that are required by policies within this element.

Policy 1.1.13- In order to maintain the concurrency management system, the City shall continue to collect trip generation information for developments within the TCEA. For redevelopment sites, the City shall also collect information about trip credits for the previous use of the property.

Policy 1.1.14- The City may require special traffic studies, including, but not limited to, information about trip generation, trip distribution, trip credits, and/or signal warrants, within the TCEA to determine the need for transportation modifications for improved traffic operation and/or safety on impacted road segments.

Policy 1.1.15- The next evaluation of the TCEA shall be in conjunction with the City's Evaluation and Appraisal Report as required for the City of Gainesville 2010-2020 Comprehensive Plan.

Policy 1.1.16- The City shall amend the Concurrency Management section and any other relevant sections of the Land Development Code to reflect the adoption of the Transportation Concurrency Exception Area.

Policy 1.1.17- Developments approved prior to the adoption of the TCEA shall be required to provide any transportation improvements, modifications or mitigation required as part of the development plan approval unless an amendment is made to the development plan and the previously approved improvements, modifications, or mitigation are inconsistent with current design standards or other adopted policies. Amendments to development plans made after the adoption of the TCEA shall be required to meet TCEA policies.

Policy 1.1.18- As properties are annexed into city limits, the City shall not seek expansion of the TCEA west of the I-75 corridor. Alternative solutions to transportation concurrency problems shall be examined for areas west of I-75.

Objective 1.2- The City shall promote multi-modal transportation choice by adopting the following policies that encourage an interconnected street network and by adopting the Existing and Potential Transit Hubs map as part of the Transportation Mobility Map Series.

Policy 1.2.1- The City shall not close or vacate streets except under the following conditions:

- a. the loss of the street will not foreclose reasonably foreseeable future bicycle/pedestrian use;
- b. the loss of the street will not foreclose non-motorized access to adjacent land uses or transit stops;
- c. the loss of the street of the street is necessary for the construction of a high density, mixed use project containing both residential and non-residential uses or creating close proximity of residential and non-residential uses;
- d. there is no reasonably foreseeable need for any type of transportation corridor for the area in the future.

Policy 1.2.2- The City shall ensure that new streets are designed for transportation choice by setting design standards that call for minimal street widths, modest turning radii, modest design speeds, curb extensions, traffic calming, gridded and connected patterns, sidewalks, bicycle facilities and prohibition of cul de sacs, where feasible.

Policy 1.2.3- The City shall require new residential developments, where feasible, to provide street or sidewalk/path connections or stub-outs to adjacent properties and developments (such as schools, parks, bus stops, retail and office centers) so that motorized vehicle trips are minimized on major roadways.

Policy 1.2.4- The City shall adopt the Existing and Potential Transit Hubs map as part of the Transportation Mobility Map Series to increase and enhance multi-modal transportation choices and encourage redevelopment in these areas. As part of the updates to the Future Land Use Element and Transportation Mobility Element, the City shall develop policies that support and promote land use patterns for transit hubs, especially as related to activity centers.

Policy 1.2.5- In order to encourage the redevelopment of chronically vacant buildings located within 1/4 mile of the property lines of an existing or potential transit hub (as shown in the Existing & Potential Transit Hubs map adopted in the Transportation Mobility Element) and to reduce or prevent blight, the City shall reduce the number of trips for which Policy 1.1.6 or 1.1.7 standards (as relevant) must be met in these areas by 15 percent for redevelopment or expansion/conversion projects.

Policy 1.2.6- In recognition of the significant redevelopment problems facing the City in the NW 13th Street Activity Center area, the City shall designate the NW 13th Street Special Concurrency Redevelopment Credit Area (as shown in the Concurrency Management Element (CME) map series) and provide additional redevelopment trip credits in this area. The City shall reduce the number of trips for which Policy 1.1.6 standards must be met by 20% in this area for redevelopment or expansion/conversion projects. If the redevelopment is a mixed use project involving residential and non-residential components, the reduction shall be 30%.

Objective 1.3- The City shall amend the Land Development Code to adopt design standards for all new developments and redevelopment within the TCEA.

Policy 1.3.1- The City shall use the Central Corridors Overlay District design standards in the Land Development Code for development/ redevelopment projects within the TCEA. These standards include consideration of building placement, location of parking, sidewalks, building wall articulation, and placement of mechanical equipment and shall be the guiding design standards for development/redevelopment on roadways in the TCEA which are listed in the annual level of service report produced by the North Central Florida Regional Planning Council. Within Zone C, the build-to line may be modified on Archer Road, SW 34th Street, and Williston Road due to right-of-way or utility constraints, consistent with requirements as described in the Special Area Plan for Central Corridors, City Land Development Code. These design standards requirements shall not override design standards adopted as part of a Special Area Plan, Overlay District, or Planned Development.

Policy 1.3.2- New development of automotive-oriented uses located within the TCEA, such as retail petroleum sales (gasoline service stations), car washes, automotive repair, and limited automotive services (as defined in the Land Development Code), shall be designed to locate service bays and fueling (gas) pumps to the rear of buildings located on the site. These design standards shall not apply in industrial zoning districts. The number of fueling positions shall be regulated by TCEA policies.

Objective 1.4- Automobile-oriented developments/uses including drive-through facilities, surface parking lots as a principal use, parking garages, car washes, and gasoline service stations shall be regulated as follows within the TCEA.

Policy 1.4.1- The City may establish pedestrian-, transit-, and bicycle-oriented areas, through a special area plan overlay zone adopted within the Land Development Code, which prohibit or further regulate automobile-oriented developments/uses beyond the standards set by the TCEA.

Policy 1.4.2- Special Area Plan overlay district regulations (such as the College Park Special Area Plan and the Traditional City) that prohibit and regulate automobile oriented development/uses, as described in Objective 1.4, shall not be modified by provisions or policies of the TCEA.

Policy 1.4.3- New development of surface parking lots as a principal use shall be required to obtain a Special Use Permit. In addition to the review criteria set in the Land Development Code for Special Use Permits, the approval of the Special Use Permit shall be based on consideration of the size/scale of the proposed surface parking lot and the inclusion of design and access features which maintain pedestrian, bicycle and transit safety and do not discourage pedestrian, bicycle and transit use in the area.

Policy 1.4.4- Drive-through facilities shall be defined to include banking facilities, payment windows, restaurant, food and or/beverage sales, dry cleaning, express mail services and other services that are extended mechanically or personally to customers who do not exit their vehicles. The following uses shall not be considered drive-throughs: auto fuel pumps and depositories which involve no immediate exchange or dispersal to the customer, such as mail boxes, library book depositories, and recycling facilities. In addition to the review criteria set in the Land Development Code for Special Use Permits, the following review standards for drive-through facilities shall be included:

- a. maximization of pedestrian and bicycle safety and convenience;
- b. adequate queuing space for vehicles such that there is no back-up of traffic onto adjacent roadways;
- c. provision of a by-pass lane or sufficient driveway area around the drive-through lanes to assist internal vehicular circulation;
- d. minimization of the visual impacts of the drive-through lanes on street frontage areas;

- e. minimization of the total number of drive-through lanes based on site conditions and the operating conditions of the impacted roadway segments;
- f. minimization of the number of access points to roadways;
- g. design of access points and ingress/egress directional flows to minimize impacts on the roadway and non-motorized traffic;
- h. design of internal pedestrian access and safety as related to the position of the drive-through lane(s); and,
- i. meeting any additional design criteria established in the Land Development Code.

Policy 1.4.5- Unless otherwise prohibited or regulated by a Special Area Plan, the development of new free-standing drive-through facilities or expansion of existing free-standing drive-through facilities, not meeting the provisions of Policy 1.4.6, shall be required to obtain a Special Use Permit. These drive-through facilities shall meet the Special Use Permit criteria shown in the Land Development Code and review criteria shown in Policy 1.4.4. In addition, drive-through facilities not developed under the provisions of Policy 1.4.6 or 1.4.7 shall also meet the following standards:

- a. There shall be a minimum distance of 400 feet between the driveways of sites with free-standing drive-through facilities on roadways operating at 85 percent or more of capacity. Roadway capacity shall be measured using the latest version of Art-Plan or a method deemed acceptable by the Technical Advisory Committee Subcommittee of the Metropolitan Transportation Planning Organization. Available capacity shall include consideration of reserved trips for previously approved developments and the impacts of the proposed development. The 400-foot distance requirement shall not apply if any of the following criteria are met:
 - 1. Joint driveway access or common access is provided between the sites with free-standing drive-through facilities.
 - 2. Cross access is provided with an adjoining property.
 - 3. A public or private road intervenes between the two sites.
 - 4. The development provides a functional design of such high quality that the pedestrian/sidewalk system and on-site/off-site vehicular circulation are not compromised by the drive-through facility. This determination shall be made as part of the Special Use Permit and development plan review process and shall be based on staff and/or board review and approval.
- b. There shall be no credit for pass-by trips in association with the drive-through facility. Standards which must be met under Policy 1.1.6 shall be based on total trip generation for the use and shall not include any net reduction for pass-by trips.

Policy 1.4.6- Unless otherwise prohibited or regulated by a Special Area Plan, new development or expansion of free-standing drive-through facilities shall be permitted, by right, only within shopping centers or mixed-use centers. No direct access connections from the street to the drive-through shall be allowed. Access to the drive-through shall be through the shopping center or mixed-use center parking area. Mixed-use centers shall be defined as developments regulated by a unified development plan consisting of three or more acres, having a minimum of 25,000 square feet of gross floor area, and providing centralized motorized vehicle access and a mix of at least three uses which may include residential or non-residential uses in any combination. Mixed-use centers may include Planned Developments which meet the criteria listed in this policy. Development plan approval for the drive-through facility shall be based on the inclusion of appropriate pedestrian, bicycle and transit features which facilitate and encourage convenience, safety, and non-motorized use of the site; design of safe internal pedestrian access as related to the position of the drive-through lane(s); and meeting design criteria established in the Land Development Code. Drive-through facilities meeting the criteria shown in this policy shall also receive an internal capture trip credit and credit for pass-by trips.

Policy 1.4.7- New development of drive-through facilities shall be permitted, by Special Use Permit, when part of a single, mixed-use building, having more than one business or use at the site, where the minimum square footage of the mixed-use building is 25,000 square feet. Only one drive-through use at such sites shall be allowed. In addition to the review criteria set in the Land Development Code for Special Use Permits, the approval of the Special Use Permit shall be based on the inclusion of pedestrian, bicycle and transit features which facilitate and encourage convenience, safety and non-motorized use of the site; design of safe internal pedestrian access as related to the position of the drive-through lane(s); and meeting design criteria established in the Land Development Code. Drive-through facilities meeting the criteria shown in this policy shall also receive an internal capture trip credit and credit for pass-by trips.

Policy 1.4.8- On the road segment of NW 13th Street from University Avenue to NW 29th Road, drive-through facilities shall only be located within shopping centers, mixed use centers, or mixed use buildings, as defined in this element. Drive-through facilities on this road segment shall meet the requirements of Policies 1.4.6 and 1.4.7.

Policy 1.4.9- Within the TCEA, retail petroleum sales at service stations and/or car washes, either separately, or in combination with the sale of food or with eating places, shall be required to obtain a Special Use Permit. In addition to the review criteria set in the Land Development Code for Special Use Permits, the following review standards shall be included:

- a. Site design shall enhance pedestrian/bicycle access to any retail or restaurant facilities on site. Sidewalk connections or marked pedestrian crosswalks shall be shown on the site plan.
- b. The number and width of driveways shall be minimized.
- c. Except where more stringently regulated by a Special Area Plan or overlay district, the maximum number of fueling positions shall be set as follows:
 1. No limitation on fueling positions in the Industrial zoning categories;

2. Six fueling positions in the Mixed Use Low land use category or Mixed Use 1 zoning district;
3. Until adoption, in the Land Development Code, of specific architectural and design standards, six fueling positions in all other zoning categories where gasoline service stations (retail petroleum sales) or food stores with accessory gasoline and alternative fuel pumps are allowed. In the interim period before the adoption of architectural and design standards, additional fueling positions, up to a maximum of twelve, may be allowed as part of a Planned Development rezoning or Special Use Permit process, with the final approval of the City Commission, based on meeting all of the following conditions:
 - a. The size of the site can safely accommodate the additional fueling positions while meeting all required landscaping, buffering, and other Land Development Code requirements;
 - b. Site access and traffic safety conditions on adjacent roadways and intersections are not compromised by the additional trips generated by the additional fueling positions;
 - c. Pedestrian/bicycle safety and comfort in the area are not compromised by the additional trips generated by the additional fueling positions;
 - d. The architectural and site design are of such high quality that they enhance the site area and promote the City's multi-modal and design goals. As part of a Planned Development rezoning or Special Use Permit review process, the developer shall provide a development plan, elevations and architectural renderings of the proposed site including details such as, but not limited to, façade treatment, colors, lighting, roof detail, signage, landscaping, building location relative to the street, and location of access points.
 - e. Cross-access or joint driveway usage is provided to other adjacent developments.
 - f. Retail convenience goods sales or a restaurant are included in the development and designed such that pedestrian or bicycle use of the site is encouraged. The retail convenience goods sales or restaurant building and development shall meet all of the following requirements:
 1. Building(s) shall be placed close to the public sidewalk for a substantial length of the site's linear frontage;
 2. A minimum of 30 percent window area or glazing at pedestrian level (between 3 feet above grade and 8 feet above grade) on all first-floor building sides with street frontage. Windows or glazing shall be at least 80 percent transparent;

3. A pedestrian entry is provided from the public sidewalk on the property frontage; or, near a building corner when the building is on a corner lot;
 4. Off-street parking shall be located to the side or rear of the building;
 5. The building height and façade elevation are appropriate for the site and surrounding zoned properties.
4. Until adoption in the Land Development Code of specific architectural and design standards, ten fueling positions within ¼ mile of an I-75 interchange. In the interim period before the adoption of architectural and design standards, additional fueling positions, to a maximum of twelve, may be allowed as part of a Planned Development rezoning or Special Use Permit process, with the final approval of the City Commission, based on meeting all of the conditions shown in 3 a-f above.

Policy 1.4.10- Within the TCEA, development plans for the placement of new parking garages as a principal or accessory use shall address:

- a. minimizing conflict with pedestrian and bicycle travel routes;
- b. providing parking for residents, employees, or customers in order to reduce the need for on-site surface parking;
- c. being located and designed to discourage vehicle access through residential streets;
- d. designing facilities for compatibility with neighborhoods by including ground floor retail, office, or residential use/development (as appropriate for the zoning district) when located on a public street. The facility shall also have window and facade design that is scaled to relate to the surrounding area.

Objective 1.5- In order to enhance the visual characteristics of roadways and create an appealing environment which supports multi-modal transportation opportunities, the City shall adopt streetscaping and landscaping standards for regulated roadways within the TCEA.

Policy 1.5.1- The November 1998 Gateway Corridor Design Concept Plan shall be used as the basis for all landscape plans to be prepared for the right-of-ways and medians of all regulated roadways within the TCEA.

Policy 1.5.2- The City Arborist shall approve final landscaping proposals required in Policy 1.5.1.

Policy 1.5.3- The priority for landscaping of roadway right-of-ways and/or medians shall be within Zone A of the TCEA. First priority shall be given to major arterials within Zone A. Funding for the installation of landscape projects within Zone A shall be from the City, Community Redevelopment Agency, state and federal government, and/or grants, as an incentive

for development within the area. Maintenance responsibility shall be provided by the City, Community Redevelopment Agency, or grant funds.

Policy 1.5.4- The City shall include right-of-way and median landscaping as part of any major roadway modification program.

Policy 1.5.5- New development within Zone B or Zone C shall be required to plant minimum 65-gallon-sized trees, 18 feet tall and 3.5 inches in trunk caliper, or their equivalent in winter-dug and hardened-off balled and burlapped trees for the required landscaping along roadways within Zone B as listed in the annual level of service report produced by the North Central Florida Regional Planning Council, selected from the Tree List in the Land Development Code. Within Zone C, the 65-gallon tree landscaping requirement shall apply to all public or private streets. If 65-gallon or equivalent trees are not available, the number of required shade trees can be appropriately increased with the approval of the City Arborist or designee. All new development sites within Zone B and Zone C shall also be required to install an automated irrigation system to preserve new landscaping. Redevelopment sites shall be required to meet this landscaping policy at a 50 percent rate. Redevelopment sites where 40 percent or more of the developed area (as defined in the Land Development Code) of the site is being altered shall also be required to meet the automated irrigation system requirement. Trees shall be planted on private property within buffer areas or on right-of-way, if approved by the City. Land Development Code regulations shall specify the type, size, and other standards for trees planted to meet TCEA requirements. Developments within areas designated in the Land Development Code as landscape exempt, areas within Special Area Plans with pedestrian-oriented build-to line provisions, area within the approach and clear zone areas as specified on the Gainesville Regional Airport master plan, and developments meeting the criteria for Rapid Review as shown in the Land Development Code shall be excluded from these requirements.

Objective 1.6- The City shall adopt the following policies to regulate parking within the TCEA.

Policy 1.6.1- Within the TCEA, parking in excess of the minimum required by the Land Development Code shall not be allowed.

Policy 1.6.2- Within the TCEA, developments may apply for a parking reduction based on criteria in the Land Development Code.

Objective 1.7- The City shall coordinate with the Metropolitan Transportation Planning Organization (MTPO) to balance the need for and design of roadway modifications with the City's needs for urban redevelopment, infill and quality urban design.

Policy 1.7.1- In cooperation with the MTPO, the City shall encourage that all designs for new roadways and redesigns of existing roadways include consideration of features to improve multi-modal transportation, as appropriate. These considerations shall include construction of bus turn-out facilities, bicycle lanes, sidewalks, enhanced pedestrian crosswalks, pedestrian scale lighting, landscaping of medians and right-of-ways, and traffic calming mechanisms.

Policy 1.7.2- As part of the ongoing coordination with the MTPO and the Florida Department of Transportation, the City shall designate corridors where road widening is not feasible or desirable. These roadway corridors shall then be designated as “Policy Constrained” or “Physically Constrained” facilities where alternatives to road widening are the primary strategy for roadway congestion.

Objective 1.8- The City shall coordinate on an ongoing basis with Alachua County concerning the TCEA.

Policy 1.8.1- For developments generating more than 100 net, new trips within 1/4 mile of a County-maintained road or the unincorporated area, or for any projects within the TCEA that generate more than 1,000 net, new trips, County staff will be forwarded any development plans and associated traffic studies. County staff shall have the opportunity to comment on the proposed development and its impacts on County-maintained roads or State-maintained roads and any standards proposed/required to be met under Policy 1.1.6 or 1.1.7. County staff may raise the trip threshold for review of plans at any time by informing the City of such change, in writing.

Policy 1.8.2- The City shall cooperate with Alachua County in the establishment of a joint TCEA for areas bordering the City’s TCEA as long as the policies within the County’s portion of the TCEA are the same or substantially similar to the City’s.

Policy 1.8.3- After receipt of the annual update of the Level of Service Report produced by the North Central Florida Regional Planning Council, the City shall annually monitor and evaluate the impacts of approved development within the TCEA on County-maintained roads and share the information with Alachua County.

Objective 1.9- The City shall coordinate on an ongoing basis with the Florida Department of Transportation (FDOT) concerning the TCEA.

Policy 1.9.1- For all developments accessing State roads, FDOT staff shall have the opportunity to comment on the proposed development and its impacts on State roads.

Policy 1.9.2- After receipt of the annual update of the Level of Service Report produced by the North Central Florida Regional Planning Council, the City shall annually monitor and evaluate the impacts of developments in the TCEA on the Florida Intrastate Highway System and share that information with the Florida Department of Transportation.

Objective 1.10- The City shall continue to enforce transportation concurrency requirements for all developments outside the adopted TCEA.

Policy 1.10.1- Outside the TCEA, transportation concurrency requirements (for roads and transit) shall be met under any of the following standards:

- a. The necessary facilities and services, at the adopted level of service standard, are in place or under construction at the time a final development order is issued.

- b. The necessary facilities and services to serve the new development, at the adopted level of service standard, are scheduled to be in place or under actual construction not more than three years after issuance of a certificate of occupancy as provided in the City's adopted Five-Year Schedule of Capital Improvements. The Capital Improvements Element must include the following information and/or policies:
 - 1. The estimated date of commencement of actual construction and the estimated date of project completion.
 - 2. A provision that a plan amendment is required to eliminate, defer, or delay construction of any road or transit facility or service which is needed to maintain the adopted level of service standard and which is listed in the Five-Year Schedule of Capital Improvements.
- c. The necessary facilities and services to serve the new development, at the adopted level of service standard, are transportation projects included in the first three years of the applicable adopted FDOT five-year work program.
- d. At the time a final development order is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes, to be in place or under actual construction not more than three years after issuance of a Certificate of Occupancy.
- e. At the time a final development order is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, which guarantee is secured by a completion bond, letter of credit, or other security acceptable to the City Attorney. The agreement must guarantee that the necessary facilities and services will be in place or under actual construction not more than three years after issuance of a Certificate of Occupancy. The development may meet any of the requirements in Policy 1.10.1 by making a payment and contracting with the City in an enforceable agreement for the provision of the facilities or services.

Policy 1.10.2- Outside the TCEA, a proposed urban redevelopment project located within the City's existing service area as shown on the Future Land Use Map series, shall be traffic concurrency exempt for roadway level of service standards for up to 110 percent of the transportation impact generated by the previously existing development. A previously existing development shall be defined as the actual previous built use which was occupied and active within the last five years prior to application for development plan review. The transportation concurrency exemptions granted under this policy shall not relieve development from providing public sidewalks along all street frontages, sidewalk connections from the building to the public sidewalk, and closure of existing excessive, duplicative or unsafe curb cuts or narrowing of overly wide curb cuts at the development site as defined in the Access Management portion of the Land Development Code. Transportation modifications which are required due to traffic safety and/or operating conditions unrelated to transportation concurrency shall be provided by the developer.

Policy 1.10.3- Outside the TCEA, for the purpose of issuing a final development order, a proposed development shall be defined as having a de minimis impact (as defined by section 163.3180, Florida Statutes), and be exempt from transportation concurrency for roadway level of service standards as follows:

- a. The impact would not affect more than one percent of the maximum service volume at the adopted level of service of the affected roadway segment.
- b. No impact shall be de minimis if the sum of existing roadway volumes and the projected volumes from approved projects on a roadway segment would exceed 110 percent of the maximum volume at the adopted level of service of the roadway segment.
- c. A single family dwelling on an existing lot of record (which existed prior to the adoption of the 1991 Comprehensive Plan) shall constitute a de minimis impact on any affected roadway segments regardless of the level of service standard deficiency of the roadway segments.
- d. Exemptions from transportation concurrency granted under Policy 1.10.3 shall not relieve the development from, where necessary, providing public sidewalks along all street frontages, sidewalk connections from the building to the public sidewalk, and closure of existing excessive, duplicative or unsafe curb cuts or narrowing of overly wide curb cuts at the development site as defined in the Access Management portion of the Land Development Code. Transportation modifications which are required due to traffic safety and/or operating conditions unrelated to transportation concurrency shall be provided by the developer.

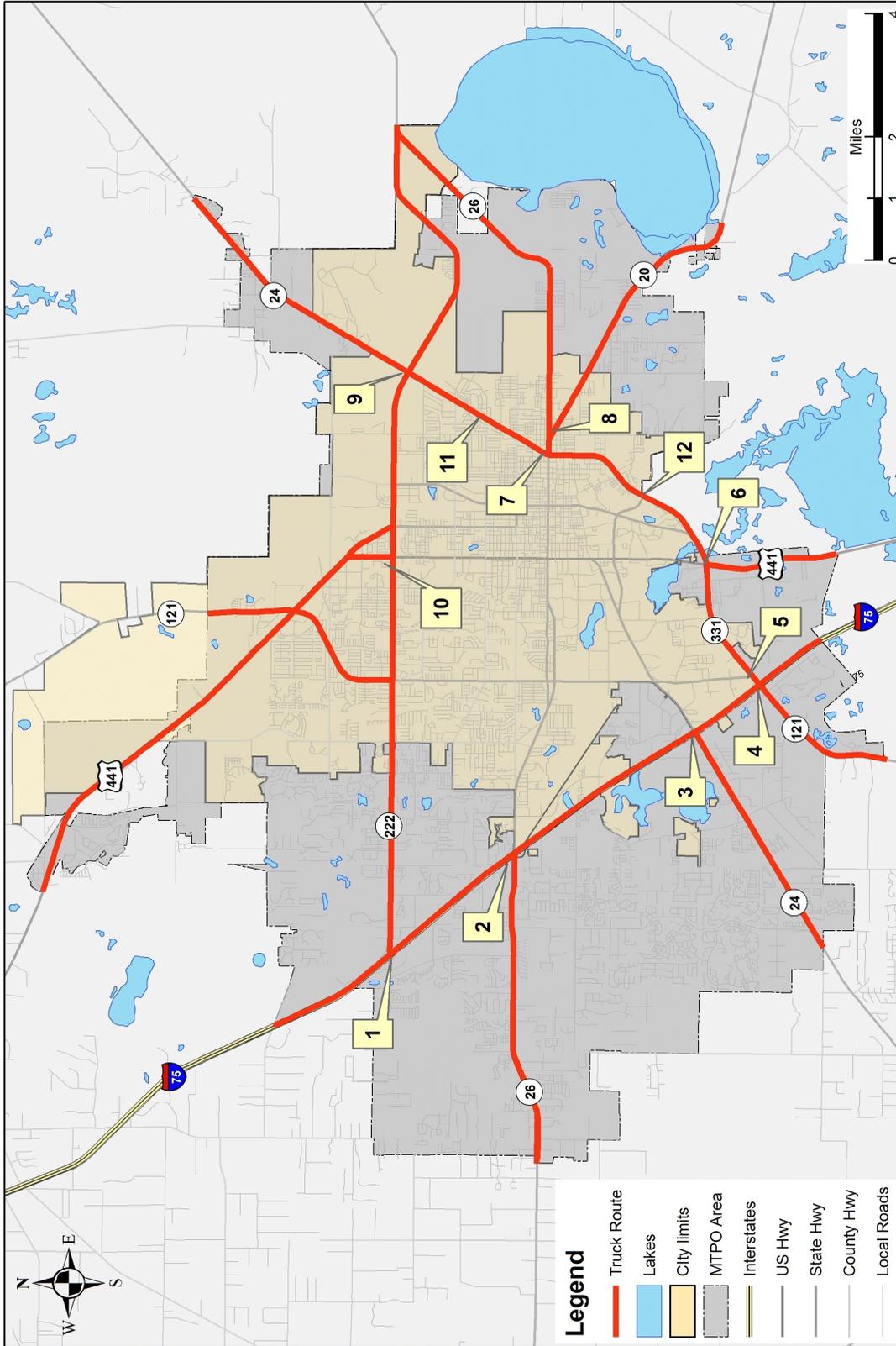
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APPENDIX G

**GAINESVILLE METROPOLITAN AREA
TRUCK ROUTE SIGNAGE SYSTEM**

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TRUCK ROUTE SIGNAGE ILLUSTRATION LEGEND



Truck Route System Signage



North
Florida
Regional
Planning
Council

Date: Sept 24, 2007
 Created By: J. Garfield
 File Path: \\N:\Data\mike\maps\MTPO\truckRpts.mxd

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1- INTERSTATE 75 AT NW 39TH AVENUE-SOUTHBOUND



1- INTERSTATE 75 AT NW 39TH AVENUE-WESTBOUND



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2- INTERSTATE 75 AT NEWBERRY ROAD- EASTBOUND



2- INTERSTATE 75 AT NEWBERRY ROAD- SOUTHBOUND RAMP



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3- INTERSTATE 75 AT ARCHER ROAD- EASTBOUND



3- INTERSTATE 75 AT ARCHER ROAD- SOUTHBOUND RAMP



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4- INTERSTATE 75 AT WILLISTON ROAD- NORTHBOUND



4- INTERSTATE 75 AT WILLISTON ROAD- NORTHBOUND



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4- INTERSTATE 75 AT WILLISTON ROAD- SOUTHBOUND RAMP



4- INTERSTATE 75 AT WILLISTON ROAD- NORTHBOUND RAMP



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4- INTERSTATE 75 AT WILLISTON ROAD- WESTBOUND



5- SW 34TH STREET AT WILLISTON ROAD- EASTBOUND



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6- SW 13TH STREET AT WILLISTON ROAD- EASTBOUND



6- SW 13TH STREET AT WILLISTON ROAD- WESTBOUND



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6- SW 13TH STREET AT WILLISTON ROAD- EASTBOUND



6- SW 13TH STREET AT WILLISTON ROAD- EASTBOUND



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6- SW 13TH STREET AT WILLISTON ROAD- NORTHBOUND



6- SW 13TH STREET AT WILLISTON ROAD- NORTHBOUND



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6- SW 13TH STREET AT WILLISTON ROAD- SOUTHBOUND



7- EAST UNIVERSITY AVENUE AT WALDO ROAD- EASTBOUND



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7- EAST UNIVERSITY AVENUE AT WALDO ROAD- WESTBOUND



7- EAST UNIVERSITY AVENUE AT WALDO ROAD- WESTBOUND



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7- EAST UNIVERSITY AVENUE AT WALDO ROAD- NORTHBOUND



7- EAST UNIVERSITY AVENUE AT WALDO ROAD- WESTBOUND



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8- EAST UNIVERSITY AVENUE AT HAWTHORNE ROAD- SOUTHBOUND



9- NE 39TH AVENUE AT WALDO ROAD- EASTBOUND



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9- NE 39TH AVENUE AT WALDO ROAD- WESTBOUND



9- NE 39TH AVENUE AT WALDO ROAD- SOUTHBOUND



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10- NW 39TH AVENUE AT NW 13TH STREET- SOUTHBOUND



10- NW 39TH AVENUE AT NW 13TH STREET- SOUTHBOUND



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10- NW 39TH AVENUE AT NW 13TH STREET- EASTBOUND



10- NW 39TH AVENUE AT NW 13TH STREET- EASTBOUND



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11- WALDO ROAD SOUTH OF NE 39TH AVENUE- SOUTHBOUND



12- WILLISTON ROAD AT SE 16TH AVENUE- SOUTHBOUND



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NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
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